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AUGUST, 1954

PACIFIC FISHERMAN

What Shall We See in Ocean Salmon Seining?

Page 13

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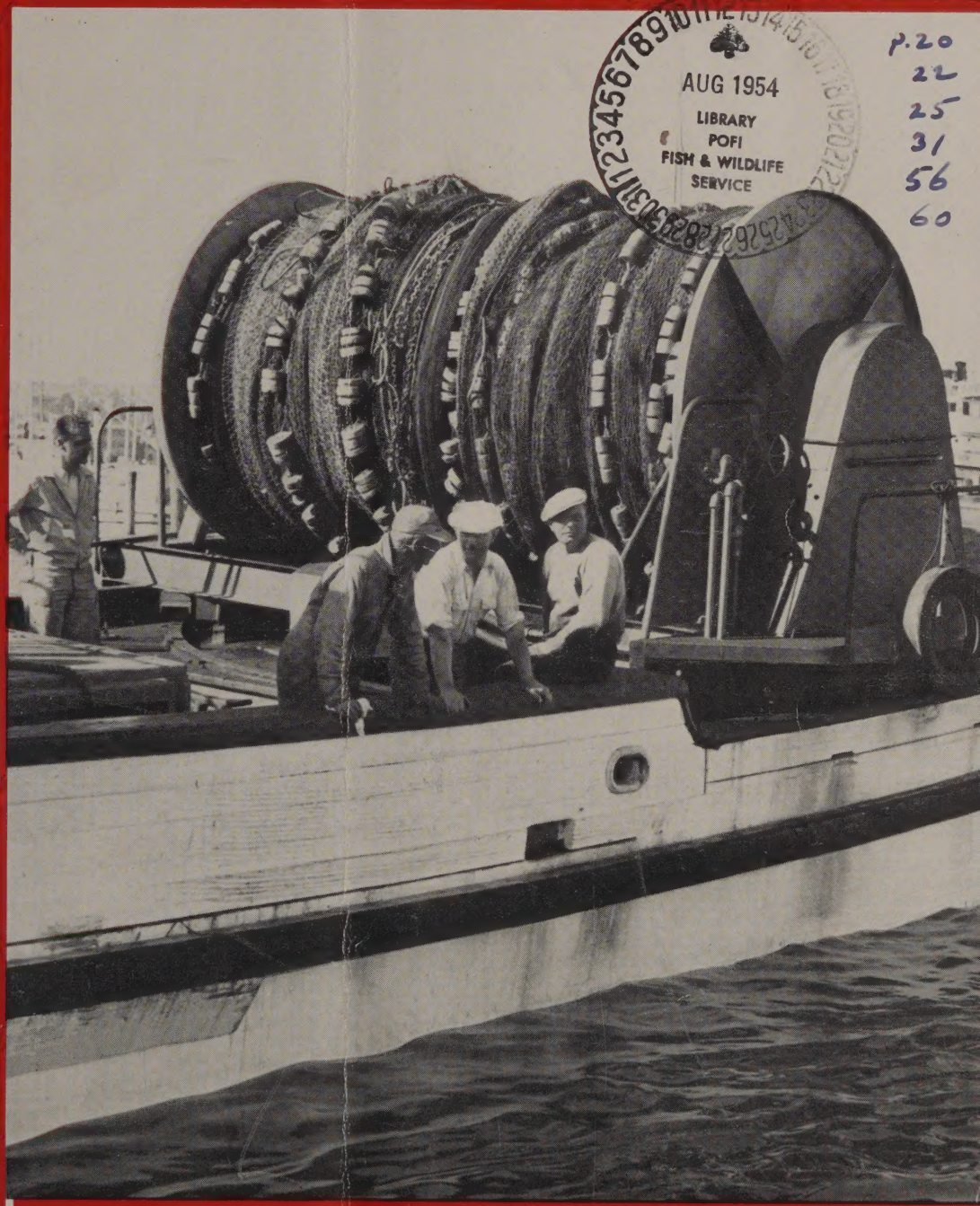

What's new in salmon seining? Here's **Tradewind's** monstrous reel, wrapped with a 6-strip seine with steel cable cork and purse lines and a chain leadline—gear designed for high seas salmon seining

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The Achille's expensive dragnets are protected with G. P. copper naphthenate

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PACIFIC FISHERMAN

August, 1954 **Volume 52, No. 9**

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1954 Salmon Pack Light to Late July

Scarcity of Red salmon was a virtual certainty at press-time for this issue, with the Bristal Bay pack expected to be in the neighborhood of 300,000 cases—on the order of that for 1951, although possibly the smallest pack the Bay has produced since 1935.

In contrast with the Reds, the pack of Chums to the closing of this issue was exceptional for the early season, well beyond 300,000 cases, and perhaps the largest pack ever put up to the middle of July. Although the bumper early Chum pack was due in large degree to the excellent run in the northerly part of Southeast Alaska, and the early-opening season there, this species seemed in strong supply all along the Alaska coast.

Regional summaries of the principal districts to the late-July closing of this issue emphasize:

BRISTOL BAY—With only 8 canneries active, and fishing time severely limited, the pack was scant but escapement fair. Freezerships generally did not conform to the Farley program of a 50% cut in fishing effort, forcing the Service to restrictions on fishing time which fell alike on those who curtailed and those who did not.

PENINSULA AREAS—While the overall pack figures for the early season were fair, the proportion of Reds was disappointing, and that of Chums and Pinks surprisingly good.

CHIGNIK and KODIAK—Disappointing as to Reds; and in consequence closed during much of the early season.

COOK INLET—Normal in a general way, but with Chums unusually abundant. The early pack was very close to those of the two previous years, but under 1951.

PRINCE WILLIAM SOUND—Closed for the season with the exception of one small area, which is producing an insignificant pack of Reds.

COPPER RIVER—The pack of Reds here has crept up practically to 100,000 cases, actually exceeding the 1952 top, although Kings are lower than in 1952.

SOUTHEAST ALASKA—NORTH—The great Chum run has been mentioned. It appeared with the opening of the season in June—an exceptionally early season designed to harvest the run of early Chums and Reds—and frequently the canneries were swamped to the point of sending fish elsewhere for canning.

SOUTHEAST ALASKA—SOUTH—At presstime there were on-the-spot reports of favorable indications, although July-opening season was still too young for forecast.

BRITISH COLUMBIA—The early part of the season was lost in a fishermen's strike, with subsequent fishing reported "slow", although with a slight gain at presstime.

PUGET SOUND—Sockeye landings during July were quite good, mostly from the inside waters, with boats taking up to 800 fish per day. Optimism was gaining and many fishermen held high hopes for an excellent season, based largely on the late August Adams River run. Nominal fish price is 26c per lb., the same as last year, plus bonuses in some cases. Early Sockeye fishing saw the American catch running about 30% above that made by the Canadians.

COLUMBIA RIVER—The early pack was light, with quality excellent. Mid-July was closed to fishing. August run normally accounts for a large proportion of the season's pack. The summer run apparently was interfered with by the long high-water freshet noted in the Columbia. Escapement of Bluebacks, the Columbia River Sockeyes, was exceptionally good.

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PACIFIC FISHERMAN . MAY, 1954 ISSUE

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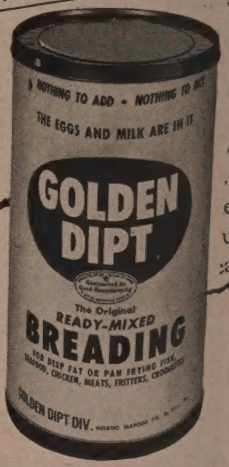

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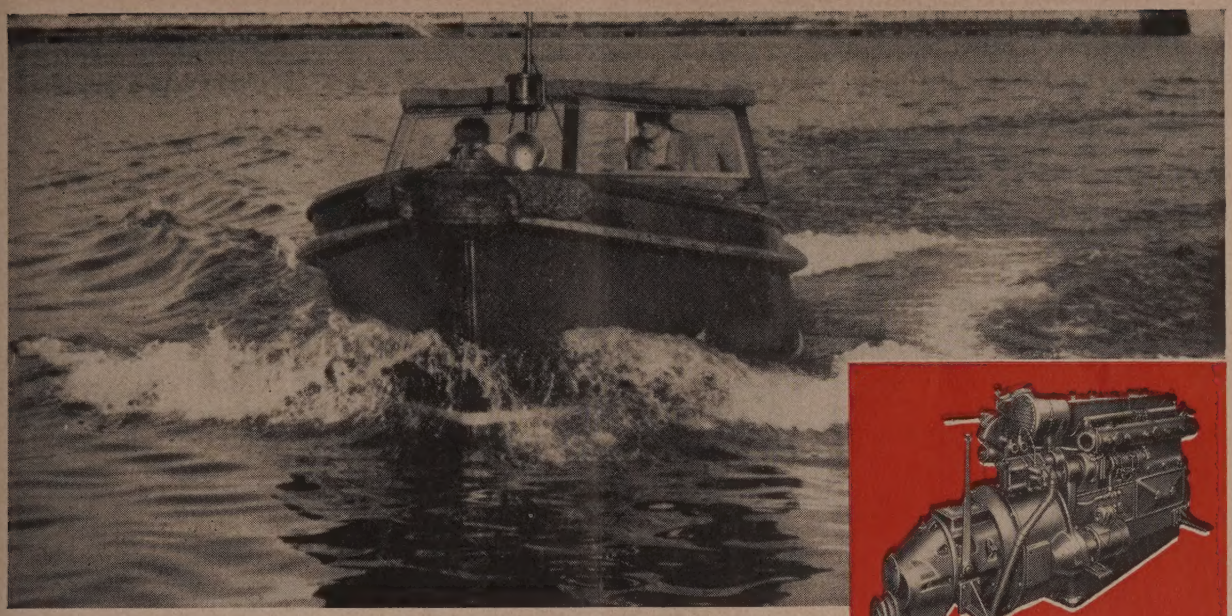

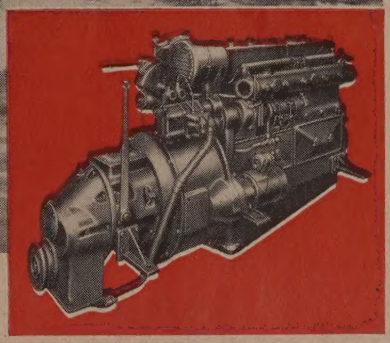

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For Propulsion Power

Lister's famous and complete line of small, sturdy diesels are just the answer for extremely dependable and economical propulsion power for a variety of small fishing craft, launches, and harbor vessels. Besides the economy of diesel operation, these engines are of a new, extremely simple design for quick and easy maintenance. And, Lister's world-wide reputation for quality construction assures you exceptionally long performance life.

To suit virtually every small boat power plant need, Lister propulsion engines are available from 4 to 54 hp. Shown above is a Lister FR4 Propulsion engine, which provides 20 to 36 hp, in the 1000-1800 rpm range. Be sure to get all of the facts at the nearest office listed below.

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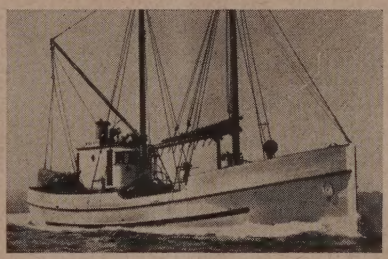
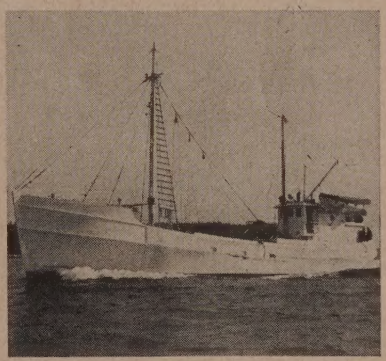


Above, a West Coast fishing schooner uses a Lister FR2 to operate a refrigeration compressor and an electric generator. Fishermen have found that Lister's unique dual combustion chamber insures easy starting and fuel economy, in every type auxiliary service.

For freezing up to 2500 pounds of shrimp per hour, a Gulf Coast shrimp trawler depends on two 36 hp Listers for powering the ship's dual refrigeration system. Compact design of these new Listers provides maximum power in minimum hull spaces.



A New England dragger uses a 16 hp Lister below decks to drive both a 7½ kw generator for lighting and a pump. For every type of auxiliary power service, you'll find a Lister engine to meet your particular needs. Ranging from 4 to 54 hp you will find the new "Freedom Range" Lister engine your best power investment. Get complete details today at the nearest sales or service office listed below.

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WHEN you hear that kind of statement from fishermen on all coasts, it means something. And you will hear it—on the Great Lakes and the Gulf, the Atlantic and Pacific!

In this case Captain H. H. Odom, of Brownsville, Texas, skipper of the shrimp boat *Captain Wilson*, is talking. The engine is a Caterpillar D13000 Marine Diesel. "It has run steadily since October, 1952, with no trouble whatever," the captain reports. "Never misses a lick, 24 hours a day."

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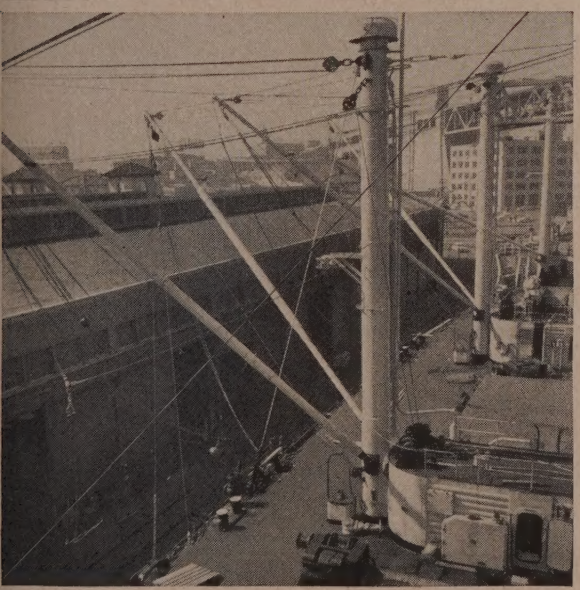

Tiger Brand Wire Rope at work—shown here in use on the *Hawaiian Merchant*, one of the fleet of Matson cargo ships.

For cargo working gear— Matson chooses Tiger Brand!

For more than 20 years, a substantial part of the Matson cargo fleet has used Tiger Brand Wire Rope on their working gear. Hold men like its flexibility and easy handling . . . winch drivers prefer Tiger Brand because it spools evenly, lasts longer. So when you need wire rope, rely on tough Tiger Brand. There is a local Tiger Brand distributor to serve you in all major Western ports.

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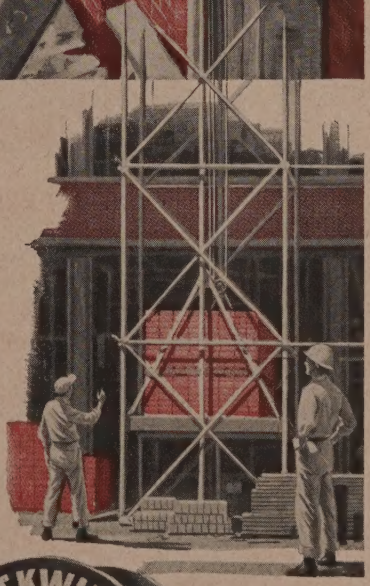

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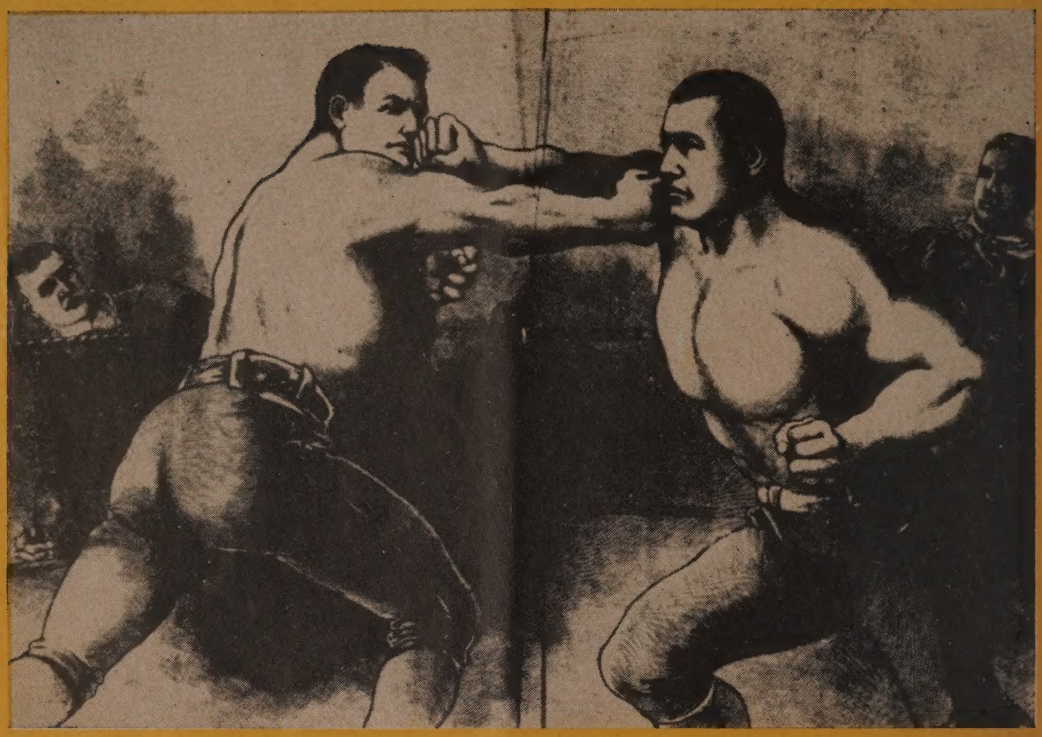

The National Police Gazette, July 20, 1889

How long could Jake Kilrain hold off the unbeatable John L. Sullivan?

That was the big question July 8, 1889, when the last championship, bare-knuckle fight was held. There's a lesson in the answer (below) that may help you win a similar fight

This same kind of "hold-off" battle goes on every day in your marine engine — between engine wear...and the oil that lubricates your engine! That's why you need an oil with the stubborn tenacity of a Jake Kilrain.

Only *one* oil—Shell Talona Oil—has these qualifications because it's the only oil that's specially made to fight *all five major causes* of engine wear.

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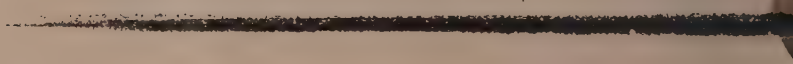

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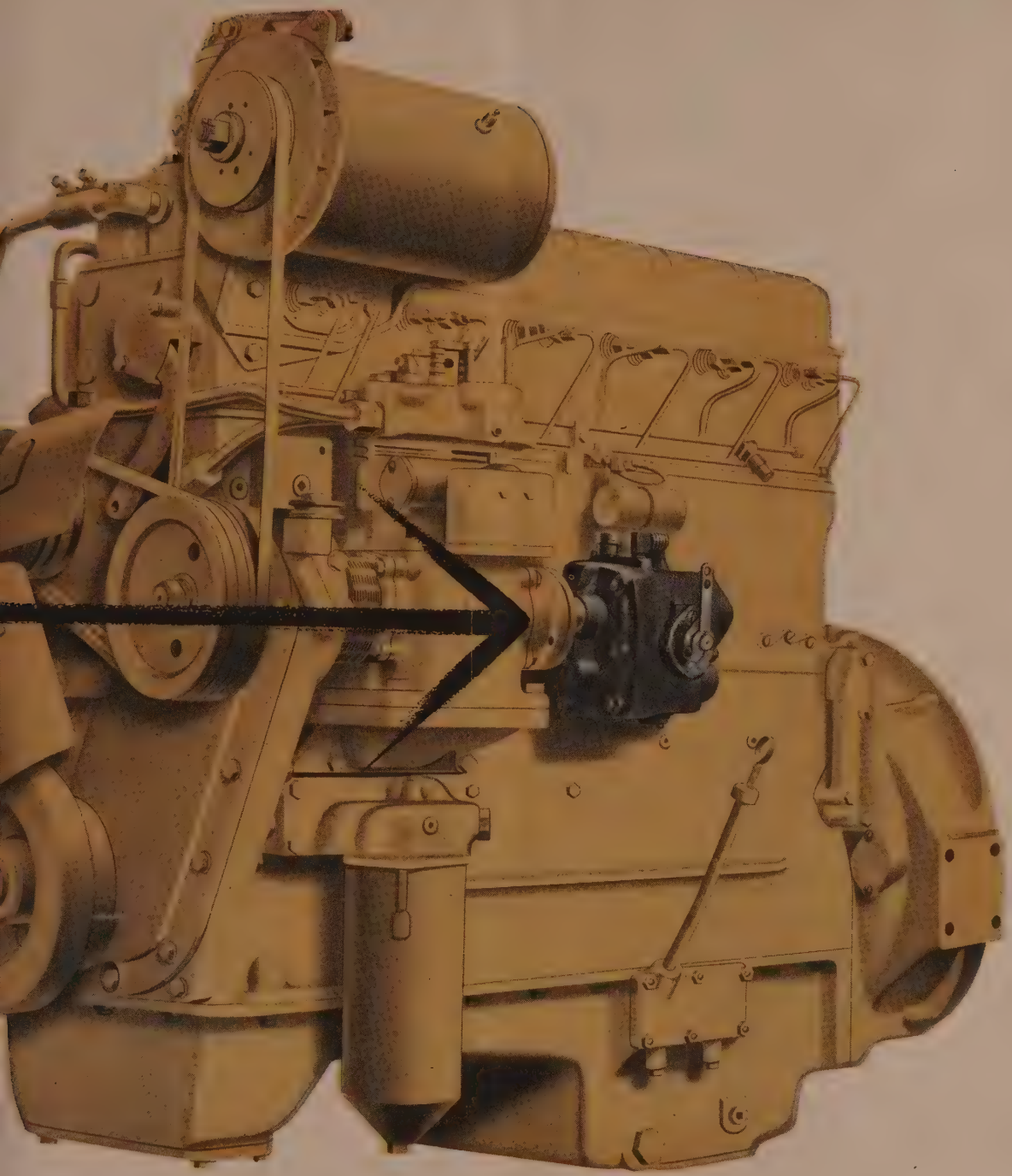

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PACIFIC FISHERMAN AUGUST 1954

Here is *Tradewind* and the great steel reel with which she is pioneering drum-seining on the high seas off Cape Flattery this summer. Capt. Hans Mikelsen's big seiner is a stand-out in the new phase of salmon seining.

What Shall We See

In Ocean Salmon Seining?

Salmon seining enters a new phase this season, a phase first manifest two or three years ago in a small way, a phase evident to the sharp-eyed and the farsighted last year — a phase which may affect the whole future of salmon fishing; not seining alone, but other forms of fishing as well.

This phase takes salmon seining to sea on a different basis than in the past.

It is specially manifest outside the Strait of Juan de Fuca; but is found as well on the Bering Sea coast of the Alaska Peninsula; with bare beginnings noted on the Pacific side of the Peninsula as well.

What is it? Drum-seining?

Well, just partly. In general, this phase consists of fishing salmon on the high seas with gear specially designed and built for ocean fishing; of fishing salmon with some of the equipment and devices proven in ocean fishing for sardines and tuna.

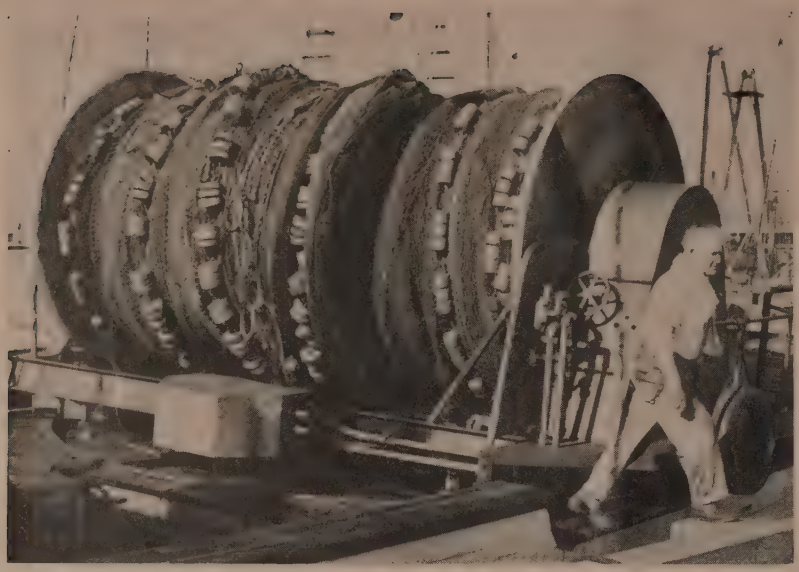
Where does this new phase trend? Only time can answer, but it *could* take seining out off-soundings; just as the Japanese have taken gillnets from the estuaries of the rivers out to mid-ocean; just as they found that long-lines would catch tuna near the surface of the abyssal sea as well as halibut on the bottom in coastal waters.

Canadians Get Credit For Pioneering Trend

The Canadians may be given the credit for starting it, just as they started drum seining.

The Americans, starting late, are sprinting to catch up—and they are closing fast.

There has been purse seining on Swiftsure Bank for many years, engaged in by the more capable boats of the Puget Sound fleet, particularly those customarily fishing the Salmon Banks and San Juan Islands waters generally. *Small* seiners did not go. The "Cape fleet" until recent years was composed of the larger of the "inside seiners", commanded by the more



Details of the *Tradewind's* reel. Control stand is immediately behind the man at the right, with levers to control the reel and spooler, and a hand-wheel for the brake. Hydraulic drive is in the trunnion housing. Note circular track on which the entire table turns. Hydraulic motor which rotates the table is in the box in front of the reel.

venturesome skippers. Often the boats fishing the Cape were only there for brief periods, until the fishing inside developed. Sometimes they found good fishing and made a share; sometimes they missed it.

The "Cape fleet" now includes craft from both countries—big seiners, fishing bigger seines, deeper, stronger and almost always re-loaded by fleeting rather than roll-hauling.

This year Swiftsure is seeing more new sights — drum seines, which hitherto have been fished only in inside waters; wire cork and leadlines; at least one chain lead-line; and a bigger, bolder type of seiner—at least for the American contingent.

Reaches "Unfished Areas"

Craft of this kind, fitted with gear of this kind, can fish salmon in waters, *and to depths,* hitherto untouched by the "Cape fleet". They can seine salmon wherever they can find them—and their electronic instruments of today give them a clearer view beneath the surface than fishermen have ever had before.

The new phase of salmon fishing has developed quietly, but not unperceived by those with the closest view of the picture. Loyd A. Royal, director of the Sockeye Commission, doubtless had it in mind when he wrote in the annual report of the International Pacific Salmon Fisheries Commission for 1953—published in May of this year: "Rapid evolutions in fishing gear are now taking place. . . . Newly designed fishing gear is permitting a rapid expansion of fishing to formerly unfished areas."

What Started it All?

What stimuli touched-off the new phase in salmon seining?

There were several:

First—Pressure to produce, which might be called *competition* off Cape Flattery. This is essentially the competition of one form of gear with the other, on the Sockeye years at least, rather than between the American and Canadian fleets. This is because the Sockeye treaty guarantees an approximately equal division of the catch between the two nations. In the Pink years, and in the case of Silvers, there *is* national competition, added to that between forms of gear.

Second—The availability of a considerable number of altogether capable boats, idled during the summer months by the utter collapse of the pilchard fishery and the low level to which the Alaska herring population has fallen. These boats are big sea-going craft, far more capable than the average vessel originally designed for salmon seining. Looking for a new trade to follow, the Canadian sea-going pilchard seiners were equipped for salmon fishing at sea, and triggered the trend.

No Regulation Now, But Commission Has Authority

Third—The opportunities for operational development in gear and equipment offered by the high seas, which are beyond state and national jurisdiction, although subject to the authority of the Sockeye Commission so far as fishing for that species is concerned. Thus far the commission's ocean regulations have been limited to a 48-hour weekly closed season and have imposed no strictures on type and specifications of gear. Thus at present there are no limitations as to length and depth of seines, nor as to the use of electronic aids for detecting and identifying fish, and the depth, density, direction and abundance of the schools. The larger boats are finding attractive opportunities for development on the open ocean.

Perhaps it should be pointed out here that the Sockeye Commission *possesses* full power of regulation of boats, their equipment and gear on the high seas so far as fishing for Sockeye salmon is concerned. The commission is not concerned with *how* the Sockeyes are caught, but it is vitally interested in (1) providing for the escapement of sufficient numbers of Sockeye to assure sustained productivity and gradual upbuilding of the resource; (2) approximately equal division of the catch between the two national fleets.

Developments tending to prevent the the commission from attaining either of these objectives might be expected to produce counteracting regulations. It is true that the commission's authority extends only to the catching of Sockeyes, and not to the other species of salmon. At the same time, the commission recognizes no tolerance covering the inclusion of Sockeye in catches primarily of other species.

Big, Capable Boats With Deep, Heavy Gear

As has been mentioned, it was the Canadians who pioneered the practice of fishing salmon at sea with seiners of the pilchard-and-herring class. So also the Canadians invented the drum seine, which the Americans have copied and improved, they think.

The success of the Canadians at sea, plus the idleness of virtually the entire Alaska herring fleet this season, proved a powerful stimulant to the Americans, and put a flotilla of big seiners to sea this summer with the new-trend gear—boats like *Tradewind, Challenger, Ocean Cape, Pacific Pride* and others; boats ranging from 77 to 87′ in length and averaging about 250 hp.

All details of their equipment are not yet available, for pioneering fishermen like to keep their ideas from their competitors for a season or so.

As this was written part of the picture was still obscured. There were reports that the 120′ tuna seiner *Anthony M.* might come up from Terminal Island as the Sockeye run developed to try her 600-fathom Skipjack seine on salmon.

Nor should it be supposed that all of the developments are in the fleet fishing off Cape Flattery this summer. There are drum seines at sea in Alaska—outside the Southeastern section, which is closed to them; and there are nylon towlines and some synthetic web in the fisheries far to Westward, where the Alaska Peninsula break-up into the Aleutians.

Drum Seining Puts Out To Sea This Season

One drum seiner provides the most spectacular of the trends—Hans Mikelsen's *Tradewind* with her tremendous reel, 14′ wide by 8′ diameter, mounted on a power-driven structural steel turntable on her stern.

Hitherto the drum seiners have kept largely to inside waters, and particularly to the shallow Point Roberts ground. There has been a feeling that drum seine would not work at sea. Capt. Mikelsen doesn't believe it, and has invested largely in support of his conviction that you can reel a seine at sea as well as in Boundary Bay.

However, drum seiners are not the prime manifestation of the new phase of ocean salmon seining—despite the spectacular example of *Tradewind*. It's the nets themselves more than the method of their hauling which are different. Here again, *Tradewind* is a prime example of innovation—but we'll come back to her gear again in a moment.

Strength of Seines Stepped-up for Sea

Strength to stand the shock of towing in a seaway, with a big boat plunging and jerking against the head of a net hanging heavy in the sea—that is one essential of the new gear.

Depth to reach below the loose schools formed by the salmon at sea as they marshal before beginning their spawning migration into freshwater—that is the second essential.

To stand the shock of towing in a seaway, some seiners this season are fishing outside Puget Sound and False Pass with about 20 fathoms of nylon spliced into their towlines next to the net. The nylon is used primarily for its elasticity, being relied upon to ease the shock on the head end of the net.

Another device is employed by Capt. Tony Skansi of the big seiner *Challenger*. He uses wire cable, ½″ soft-laid 6/24 construction for lead line and corkline on the head 35 fathoms of his seine; and uses a wire purse line also.

The *Challenger's* cable leadline actually reinforces a normal manila line with the usual leads. The two lines are seized together by the hanging twine. On the corkline the cable works alone, although a light manila line, about ¼″ diameter, runs with the steel cable through the floats. Hanging twine is hitched about both the cable and this light manila line, which serves to prevent slipping on the wire.

The *Challenger's* net is well buoyed with Spongex 4 x 3″ plastic floats in 2-1-2 spacing. The exceptional buoyancy of these floats easily supports the added weight of the wire cable lines without adding excessive bulk.

While *Challenger* in the past has loaded her net by fleeting with the boom tackle, Capt. Skansi expects this year to load by hand over the power roller. A new roller was installed this spring, with the exceptional diameter of 18″, which is increased to approximately 20″ by winding with rope.

Depth of this net is 5½ strips deep, a full strip more than normally used in inside Puget Sound waters.

Capt. Tony Skansi, *Challenger's* master, shows how the steel cable corkline at her seine's head-end is hung.

Ocean Gillnetting Also

All of the innovation isn't in purse seining.

Canadian operations on Swiftsure and along the Vancouver Island coast this Sockeye season are expected to see the experimental employment of ocean gillnets modelled after successful Japanese gear.

It is understood that these arrangements are being made on a wage rather than a share basis, and that two of the packing companies are sponsoring the experiment. It was understood at presstime that out-sized gillnetters fitted with large reels were being equipped with Japanese-type gillnets on the order of a mile in length.

The undertaking was forecast in a way last spring by Minister of Fisheries James Sinclair when in a speech he advocated that Canadian gillnetters try ocean operations; and pledged that they would have gear equal to the Americans for this purpose.

Tradewind Is Innovation With Drum and Net

Foremost exponent of the new phase in salmon seining is *Tradewind*, and one must go to Capt. Hans Mikelsen and that big seiner for an understanding of what is afoot afloat.

First, there's her drum gear. This is by far the largest, most advanced, this writer has seen. A product of Marine Construction & Design Co., Seattle, this reel differs from the type in several respects.

Second, her net is deeper than most, and with stronger lines than any salmon gear which has come to this journal's attention.

The reel is 8′ in diameter by 14′ in length; yet our photos show that it is full when the great net is aboard. Unlike most drum seine rigs, this reel rotates through an arc of 180°, so the net may be set in as hard a circle as the master wishes, the reel turning with the boat to pay-out the net fair with the course.

Rotation of the reel is accomplished by mounting the drum above a rectangular platform of structural steel, which turns on wheels running on a rotation band fitted to the deck.

Power for reeling, rotation of the drum stand horizontally, and for traversing the spooler mechanism is delivered by two Vickers hydraulic pumps, one of 11 gpm. and the other 50 gpm., driven from the main engine and working through hydraulic motors at the points of application. For example, the reeling motor, with its controls and reduction drive, is located in the port trunnion housing at the end of the reel. Rotation of the reel table is provided by a motor housed immediately in front of the reel and turning with the table. Motor drive for the spooling mechanism is at the starboard end of the stern roller. Vickers relief and control valves protect and manage the system.

Marine Construction & Design Co. has done a sweet job of engineering the *Tradewind* installation, particularly with respect to the hydraulic drives, and in fairing the steel structures.

Tradewind's Net Unique

Tradewind is fishing a 350 fathom seine believed to be unique in salmon operations. In the first place, it is six strips deep, 600 meshes of 4″ each, thought to exceed in depth any gear hitherto fished except by the Canadians, some of whom have used seven strips.

Second, its corkline is a ½″ steel cable for its entire length, supported with Spongex plastic floats.

Third, its leadline consists of a length of galvanized chain, being the first application to salmon fishing of this device of the tuna seiners.

In addition, she works her net with a steel purseline. Long standard in the herring fishery, and largely used in the South as well, the steel purse line is quite new to the salmon fishery. It is particularly adapted to drum-seining, of course, as the practice of pursing from only one end requires only a single cable reel, which provides handy storage for the purseline as it is recovered.

What Are Advantages?

In specifying *Tradewind's* turntable rig, Capt. Mikelsen sought to avoid two of the principal difficulties and drawbacks associated with drum seining. He wanted the operations of settings and loading to follow those of the conventional table seine as closely as possible. Obviously, the answer was to have a turntable—and his vessel was big enough to mount one without serious sacrifice of stability.

Admittedly, where seine drums operate on a fixed axis at right-angles to the keel of the vessel, it is difficult to turn the boat sharply in making the set. Thus only an "open" set is possible. With the drum on a turntable, this difficulty should be overcome.

Secondly, the reel can recover the net in the easiest possible position—over the quarter, as is done in table seining.

With the fixed-axis drum the reel must draw the net around the corner of the stern, with the danger of foul-up and delay, and obvious increase in the frictional wear and tear on the net.

Drum Seining Brings Other Rope Innovations

Drum seiners are bringing changes in many lines of equipment as well as in methods. The nets put-up this season to a considerable degree have used "combination" rope in their corklines and leadlines. This is manila rope made with wire in the strands, but with the whole covered with an outer sheath of manila fiber only. In ½″ and ⅝″ diameter, "combination" rope is found forming the lines of most of the drum seines fishing this season. Reeling of the net involves high strains and demands great strength in the lines. Furthermore, the greater stiffness is not considered a drawback where the net is *wound* on the reel rather than *piled* in flakes or layers on the table.

Calif. Tuna Supply Gains 18,000 Tons by Mid-Year

When California's tuna industry in July took stock of its position at the end of the first half of 1954, it discovered that the state had received 90,000 tons of tuna for canning, some 20,000 tons of it imported frozen from Japan, Peru, Chile, Ecuador and Mexico.

(Approximately 10,000 tons had been imported elsewhere, principally in Hawaii, Oregon and Washington.)

Unofficial breakdown of the California tuna deliveries from all sources during the first half-year is shown in the accompanying table.

It will be noted that imported Albacore is off. Yellowfin of domestic origin is down, but there is a sharp increase in imports. Skipjack is becoming more and more important in the domestic fishery. The catch of Bluefin, which rose from 73 for six months last year to 1,418 tons (helped by 77 tons from Mexican sources) was good news for the seiners.

Regarding the seiners, the short-range fleets have had a poor year to date delivering less than 12,000 tons to July 1. Seiners operating off South America and transhipping fish to Los Angeles and Long Beach, sent up some important tonnage earlier in the year, not included in above.

From the pack standpoint the industry naturally was considerably ahead of the initial half of 1953, around 4,200,000 cases compared to 3,133,888 cases last year. Of this California production, some 800,000 cases, was from frozen imports this year; some 550,000 cases last year.

June proved a big month for arrival of raw material, around 20,000 tons, of which more than 4,000 tons were imports.

California's Half-Year Supply

(Figures include imports. Data are in tons for the period January-June of each year.)

	1954	1953	1952
Yellowfin	41,885	39,175	48,951
Skipjack	38,469	20,908	11,736
Bluefin	1,418	20	73
Albacore*	7,873	11,767	5,402
Bonito	244	....	15
Yellowtail	512	324	684
	90,401	72,194	66,861

* All Imports.

Joe Most Risks Life To Save Two Youths

J. E. Most, president of the Copper River Packing Co., is a silent and successful salmon canner, who would be the last to lay claim to personal heroism.

But when he saw two 14-year-olds struggling in the water near his company's dock on the Lake Washington Ship Canal, Seattle, Joe Most, 62, plunged in after them without a question.

He kept them both afloat until all three were rescued by Miss Anita Rosenbush in an outboard boat. She is the adopted daughter of C. E. "Squeaky" Anderson, retired salmon packer.

Mr. Most suffered severely from shock, exhaustion and water in his lungs. He was in serious condition for a time and was hospitalized for several days.

Halferty at Douglas

The former Taku Fisheries plant just south of the Juneau-Douglas bridge, on the Douglas side of Gastineau Channel, is being operated this season by Halferty Canneries, Inc., with Bert Wright as superintendent.

The pack is said to be confined exclusively to 4-lb. cans for the institutional trade, and to include Sockeyes from the Taku area, while summer and fall operations for Chums are also planned.

t dockside or sea, get complete protection from *ll four* types of engine wear with Tydol HD. Its ast detergency action gets rid of sludge and grime hat cause abrasive wear...and it frees sticky alves and rings, keeps engines *clean.* Tydol HD's nhibitors stop shut-down and running wear aused by rust and corrosion, protect cylinders nd bearings 'round-the-clock. Its tough film ubricates instantly...you start faster—smoother nd avoid warm-up wear. For more time at ea...less in repair...get the motor il that *cleans* as it *protects* s it *lubricates...Tydol HD.*

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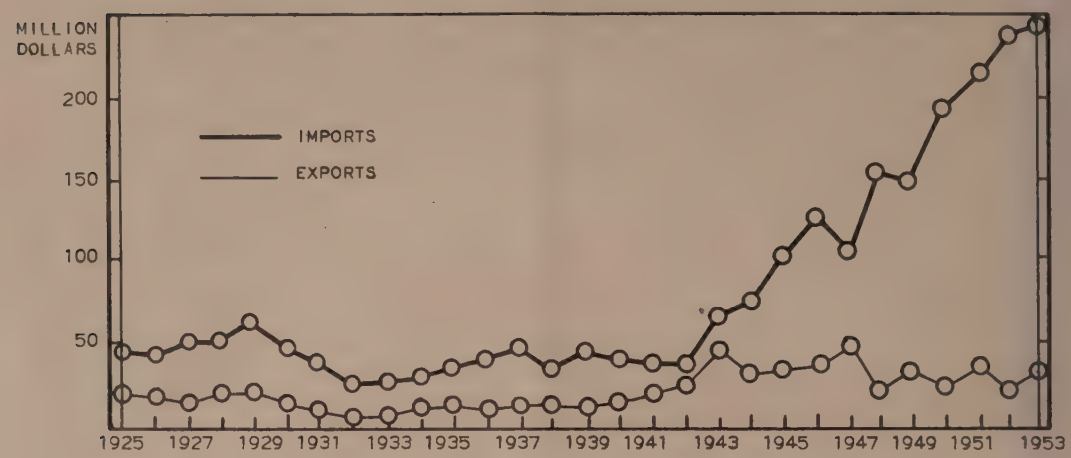

How First-Half Tuna Imports Soared

Imports of frozen tuna into the United States during the first half of 1954 reached the staggering total of 30,000 tons.

By mid-year two-thirds of these imports had been canned, yielding about 1,300,000 cases, of which about 800,000 were canned in California.

Canned tuna imports—not counting canned bonito — during the first *five* months of the year were: 743,000 cases in brine; 37,000 cases in oil; total, 780,000 cases.

Accompanying tables show the rocketing rise of tuna imports frozen and in brine, and the sudden drop of in-oil imports in 1954.

Looking at the frozen tuna imports of 30,000 tons for the entire national tuna-canning industry, it is seen how heavily Japan is taking the play away from other suppliers. (With leading California canners becoming financially interested in Southern American countries, the picture may change some during the next few months, but not too much. Of the 30,000 tons for six months, Japan sent in around 25,000 tons.)

During the first half of 1954, California imported around 8,000 tons of Albacore, frozen, and is shy some 2,500 tons from the same period in 1953. There is not much hope of catching up, at least until Japan's winter Albacore produces. This should be good news for the domestic Albacore fishing fleets.

With her summer Longfin season ended, Japan's Albacore catch was reported off more than 50% from last year. With Japanese canners usually eager for Albacore, U. S. packers can't expect much frozen tonnage during these summer months. In late June the Japanese government established a check-price (floor) of $350 per ton on Albacore. With transpacific freight rate on reefers increased from $45 to $50 per ton June 1, this means laid-down fish at around $425 per ton.

While the Albacore imports are off, Yellowfin and Striped are 'way up: Yellowfin up 5,500 tons; Skipjack up 1,000 tons. During May, Japan shipped into this country an experimental 39,273 lbs. of Bluefin.

The canned tuna import situation, for five months, shows the in-oil pack is down from 150,000 cases, all suppliers for five months in 1953, to a mere 37,000 cases for the period this year.

On the other hand the in-brine pack has soared, from 455,000 cases in five months, 1953, to 750,000 cases in the same period this year. Here again Japan is by far the principal supplier with 708,000 cases.

Canned and Frozen Imports into U. S.

(Figures given in pounds for the first five months of each year.)

	1951	1952	1953	1954
Frozen Tuna				
Japan	6,492,628	14,912,115	23,724,006	*36,576,20
Peru	16,401,924	6,253,404	6,234,326	8,433,46
Other Countries	1,524,161	2,344,749	1,694,264	1,196,68
	24,418,733	23,510,268	32,652,596	48,206,35
Canned In-Oil				
Japan	1,623,503	2,113,019	2,539,779	284,91
Peru	684,008	7,613	269,425	266,93
Other	173,376	13,654	84,789	178,58
	2,480,887	2,134,286	2,893,993	740,43
Canned In-Brine				
Japan	1,030,619	7,363,191	8,842,956	14,167,05
Peru	119,968	172,945	112,278	226,99
Other	79,544	40,648	103,526	457,01
	1,230,131	7,581,784	9,058,760	14,861,05

* Composed of 20,792,039 lbs. Albacore; 17,784,164 lbs. Yellowfin and other tuna.

Flying Boat To Scout Tuna for Van Camp

Van Camp Sea Food Company has purchased a twin-engined PBY flying boat, which will be used for fish-scouting. It had its initial try in late June, flying some 1,300 miles off Southern California and northern Mexico. The pilot was Gordon Curtis, Van Camp sales manager and noted military and commercial pilot.

On the flight were: Bill Gillis, production manager; Phil Bertram, San Diego manager of fleet operations; Lee Beveridge, editor, *Van Camp News*; and four commercial Albacore skippers: Carl Sanden, Jack Selby, Harry Lund and Bob Carpenter.

Andrew Marincovich, comptroller, Pan-Pacific Fisheries Inc., Terminal Island, was tendered a luncheon in the firm's executive dining room June 30, following his resignation to accept a position with the dredging and salvage firm of Johnson-Western, San Pedro.

Our tailor-made fish-can service is where you can put your finger on it

No matter where you operate, Continental is close to you. We have nine can plants here on the Coast, four of them working most or all of their time on cans for salmon, tuna and sardines.

Obviously we're in an ideal position to give you the best in cans and deliveries. However, as our customers know, that is only the beginning of our interest in the people we deal with. Our engineering staff is also right here on the spot, readily available to help keep your filling, closing and other operations at top efficiency. Well-staffed Western research laboratories are on instant call whenever you need their special services.

Why not let us show you what our Tailor-Made Package Service can mean to you? We'll be glad to hear from you, anytime.

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Tuna Commission Meets in Costa Rica

The annual meeting of the Inter-American Tropical Tuna Commission is scheduled at San Jose, Costa Rica, August 11. It had been originally set for Panama, newest signatory to the treaty, but was changed to Costa Rica's capital.

Expected to attend of the commissioners were:

Costa Rica, Jose Cardona-Cooper, commission secretary; Virgilio Aguiluz; and possibly Victor Nigro, San Diego consul.

Panama, Miguel A. Corro, secretary of Commerce and Industry, possibly; Domingo A. Diaz, consul-general at Los Angeles; Walter Myers, Jr., embassy secretary at Costa Rica.

United States, Lee F. Payne, Los Angeles, chairman; Eugene Bennett, San Francisco; John L. Farley, Washington, D. C. Gordon L. Sloan, Astoria, Ore., has notified the commission that, due to illness, he will not attend.

Dr. M. B. Schaefer, director of investigations for the commission, will attend, as will Antonio Landa, staff member from Costa Rica.

Here's How They Figure Duty on Sticks, Blocks

Clarification of the tariff status of fish sticks and blocks of frozen fish sticks and blocks of frozen fish to be cut into sticks came last month without changing the duties which have been collected on these items since they became commodities of consequence.

The Bureau of Customs set-up four categories of fish-for-sticks, as follows:

1. *Fish blocks*—composed of boned, skinned fillets, frozen in blocks—dutiable at 1⅞ and 2½c per lb., the higher rate when quota is filled, the same as fillets. The decision held fillets continued to be fillets when frozen in blocks.

2. *Fish Sticks, uncooked*—cut from blocks, or formed by other means, breaded, but not cooked, and not containing added oil—dutiable at 12½% ad valorem; or if packed in immediate containers weighing with contents over 15 lbs., dutiable at 1c per lb. of net weight.

3. *Fish Sticks, cooked*—breaded and cooked, but without added oil—same as No. 2.

4. *Fish Sticks, fried*—cut from blocks or formed by other means, breaded and cooked in oil—dutiable at 30% ad valorem if valued at over 9c per lb.

Richard N. Crosby who became Eastern Manager of *Pacific Fisherman* on July 1. He will make his headquarters in Miller Freeman Publications' Chicago office.

Japanese Take 1¼ Million Reds Before June 25

Red salmon to the number of 1,265,138 fish had been taken by the Japanese high seas operations in the North Pacific by June 25, at which time the fleet had moved well to westward of its earlier activities and was reported working just south of Bering Island. At this time the American salmon season on Bristol Bay was just opening.

The total catch at that time was reported as 5,433,342 fish, of which 3,990,716 Chums were the principal item.

Reports from the fleet to Japan at that time said that the fishing boats had averaged 28,007 salmon each, as compared with 20,080 fish during the same number of fishing days in 1953.

It is believed that all of the Red salmon are being canned—most of them on the four floating canneries with the fleet, where the pack was figured at 121,759 cases on June 25. It is believed that the Reds taken by operations having no canneries at sea are being frozen for subsequent canning in Japan.

Pink also are largely being canned, but advices indicate that the Chums generally are being lightly salted and refrigerated for sale in the Japanese market.

Ed Chapman Jr., sales manager, Pan-Pacific Fisheries Inc., made a quick recovery from a recent operation at Long Beach, and was back on the job within two weeks.

"PF" Advances R. N. Crosby To Eastern Managership

Effective knowledge of the Pacific fisheries, and how to reach and sell that "growth" market, are key items in the equipment of Richard N. Crosby, who became *Pacific Fisherman's* Eastern Manager July 1, with headquarters in Chicago.

Long acquaintance with the fisheries, plus experience in advertising and editorial problems and technique, are primary requisites for this position, and Mr. Crosby has them. Born on Puget Sound, he has lived all his life by, and on, Pacific saltwater. Known to Pacific fishermen from Alaska to Southern California, he has literally spent years with a deck beneath his feet.

Moreover, he has served as advertising manager of *Pacific Fisherman's News* since the founding of that division of this journal in 1945; and has been an associate editor and special writer for *Pacific Fisherman* for the past three years.

This combination of knowledge and experience in the fisheries and at sea, in advertising and in editorial work, fit him particularly for his new duties as Eastern Manager of this 51-year-old industrial journal.

In his new work his home port will be our office at 1791 Howard St., Chicago 26, Ill. From there he will represent *Pacific Fisherman* throughout the Middle West and Lake States, shifting frequently to our office at 370 Lexington Ave., New York City 17, to cover New England and the Middle Atlantic states.

Service to *Pacific Fisherman's* advertisers is his fundamental assignment—one which he is excellently equipped to discharge.

Joe Whitmore Running Under a Slow Bell

A. J. ("Joe") Whitmore, chief supervisor of fisheries for the Pacific area, returned to his office in Vancouver, B.C., at the end of July after more than two months' absence due to illness.

Mr. Whitmore, who is a member of the International Pacific Salmon Fisheries Commission, as well as principal representative of the Canadian department of fisheries in British Columbia, has been advised by his physician to take things easy for a while.

Louis E. Poehlitz, for many years a prominent factor in the Alaska herring business as a partner in the Atlas Packing Corporation, and later as a boat owner and operator in the herring and sardine industries, paid a visit to his old haunts at Seattle and along the North Coast at the end of June. Now retired, he and Mrs. Poehlitz make their home at Summerland, Calif., just below Santa Barbara

PACIFIC FISHERMAN'S NEWS

AUGUST 1954

North Calif. Trollers Hit Rich Fishing

Marking a sharp reversal of a trend during recent years, salmon fishermen working out of northern California ports cashed in on a veritable bonanza during the second half of June. Huge schools encountered in rapid succession kept the entire Eureka fleet operating at maximum capacity. The late June run, indeed, was likely to go down in port history as one of the great runs of all time.

The run began shortly before the middle of the month, after about six weeks of more or less spotty operations which saw a number of boats preparing to sail southward. With the appearance of the run, however, plans were hastily revised and all boats remained to take advantage of the situation.

Boats working out of Eureka took in many instances between 5,000 and 7,000 lbs. daily for larger craft. One week found more than 125,000 pounds coming into Eureka; another week the catch ran to nearly 200,000 lbs. More than 150 boats were participating from Eureka alone, with others from Crescent City, Trinidad and northern points.

The salmon were found at various points between Cape Mendocino and Crescent City, readily accessible, and boats working out of Eureka were able to fill their holds speedily, returning to port the same day, frequently within a few hours.

Two major articles of special importance to fishermen appear in the current issue of PACIFIC FISHERMAN. Considerations of space prevented their being published in PACIFIC FISHERMAN'S NEWS.

On Page 13 of the magazine is an article "What Shall We See in Ocean Salmon Seining", which deals with the remarkable present-day developments in salmon seining on the high seas, and particularly with the specialized gear employed.

Use of a "fish-finder" by the DEEP SEA for detecting King crab on the Bering Sea floor is described in another article on Page 45, to which the attention of fishermen is specially directed.

Readers of PACIFIC FISHERMAN'S NEWS who wish to subscribe to PACIFIC FISHERMAN, thus being certain of seeing all such articles, may enter their subscriptions at $3 per year.

First Season's Area 3 Halibut Fishing Normal

"Normal" pace of halibut fishing, resumed this season after the unexplained bonanza abundance of 1953, carried the Area 3 halibut season along to July 12, 58 days, six more than the 52-day season of 1953, but exactly the same as in 1952.

Another factor in the relative slowness of the fleet in filling the Area 3 quota this season is believed to be a tendency for the Westward boats to spend the early part of the season on the local grounds, whose quota was cleaned up in jig-time.

Albacore Show Early in July Off So. Coast

Southern California's Albacore season started off at its traditional time of the Fourth of July. Some 20 tons daily were unloaded at San Diego thereafter, but Los Angeles-Long Beach got very small deliveries to start with.

Two brothers, Oscar and Arthur Vienola, skippers of the Puget Sound trawlers *Anna Marie* and *Belle J* brought to San Diego the initial catch of the 1954 season, the combined catch totaling 664 lbs., delivered to High Seas Tuna Packing Company.

While efforts to get up to $450 per ton, round, were continuing as July progressed, the first tonnage was paid at the $400 rate. Mason Case, manager of the California Commercial Fishermen's Association, a cooperative of some 1,500 boats, said the initial demand for $450 had been temporarily lowered to $425. Nevertheless the season began with vessels operating of "open ticket."

At presstime it was reported that the cooperative had revised its price to $410.

Longfin "color" was spotted over a wide area, from the Coronado Islands to Guadalupe Island, Mexico. The season began with some 300-400 boats engaged, but this was expected to build up to 1,000 to 1,500 by mid-summer.

Crabber Saves Troller Helpless in Surf

Alex Pepin, owner-skipper of the crab boat **Wilma S.** rescued the **Ventura** of Seattle in April after the troller was disabled and was caught in the surf off Oyehut.

Aboard the **Ventura** were Thornton H. Haas, owner, and Vaughn Waltz, both of Seattle.

The **Ventura** had lost her three anchors while riding out rough seas near Destruction island. She was enroute to Grays Harbor the next day when she developed engine trouble. A 40-mile wind drove the troller shoreward and she was caught on the surf line and was being driven to the beach when Pepin worked the **Wilma S.** in close and put a line aboard to pull the troller out of the surf. The light line broke several times during the process.

The motor lifeboat **Invincible** of the coast guard took over the tow later.

Fishermen Honor Eldridge

Fishermen's Cooperative Association of San Pedro recently honored Arthus Eldridge, recently retired general manager of Los Angeles Harbor, with a bronze fisherman statuette mounted on a desk set. The presentation through Tony Barcott, association president, and Carmen diMassa, vice-president, was for the 20 years of service as the manager of the world's greatest fishing port.

Pacific Fisherman's NEWS

August 1954 Volume 52 Number 9

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Lone Crab Fisherman Lost Overboard

Crab Queen, 42' combination boat owned by A. LaRocca & Sons, San Francisco, but operated by Robert Filipovich, 31, apparently tossed her one-man crew and skipper to his death last month.

A. DeMato, skipper of the *Rosie* told the Coast Guard that he had been coming in from the Farallones with the *Crab Queen,* and that suddenly he noticed that the *Crab Queen* was running off course. As he watched through breaks in the fog he watched her veering, pitching and rolling. Mr. DeMato said he tried to get alongside her but the *Crab Queen* was at least two knots faster than the *Rosie* and he couldn't make it.

The Coast Guard send a motor life boat, a helicopter and a PMB plane. The lifeboat, from Pt. Reyes, managed to come alongside the *Crab Queen* and to get a man aboard. He brought the boat into harbor, and the helicopter and the plane took up the fruitless search for the missing skipper. Mr. DeMato said that he was sure Mr. Filipovich had been washed overboard in the seas which were being pushed by a 35 mph nor'easter.

ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

Steel Long-Line Tuna Gear Getting Try-out

Stainless steel long-line gear is getting a thorough try-out for tuna this season, with the halibut boats *Brothers* and *Oceanic,* working out of Palmyra Island for Kayler-Dahl interests, and the research vessel *John R. Manning* all using this type of gear in the Line Islands area.

The *Manning's* steel gear consists of 30 "baskets" of 7-strand wire. It actually is handled on spools rather than in baskets. Early operations with the steel gear lost an excessive number of the cotton "droppers" or gangions by which the hooks are connected to the main line. This was a fault which obviously required correction.

The two Alaska halibut boats working for the Palmyra Development Co. are understood to be using similar steel gear.

Broadcasts Sell Salmon

British Broadcasting Corporation is helping to move British Columbia canned salmon in the United Kingdom, according to C. J. Lytle, London advertising man, who conferred with Canadian fish packers in Vancouver recently. He says canned salmon is being featured in radio and television documentary presentations.

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Three Drumming Brothers— The Karuzas of Bellingham

Three of the new drum-seine rigs on Point Roberts ground this Sockeye season are those of the Brothers Karuza—Nick, Mike and Frank—fishing the seiners *Tagattof*, *Shushartie* and *Wafico*.

Their drum-seine rigs are smooth hydraulic jobs, engineered, built and installed by Marine Construction & Design, Seattle. The drums on the *Tagattof* and *Shushartie* are 8′ diameter by 7′ wide, while that on the smaller *Wafico* is 7 by 7′.

All three use Vickers hydraulic pumps, driven from the main engine, with two hydraulic motors, one boxed in the hold under the port trunnion of the seine reel, and the other housed at the starboard end of the stern roller to operate "spooler" or level-winding mechanism whose vertical idlers travel from side to side, winding the net evenly on the drum.

The main hydraulic motor is situated in the hold, immediately below and a bit forward of the control man's station at the axis of the drum. It works through a transmission and chain reduction drive to the seine drum. The drummer also operates the brake on the reel and controls the spooler's operation, this latter through a Mathers remote control device.

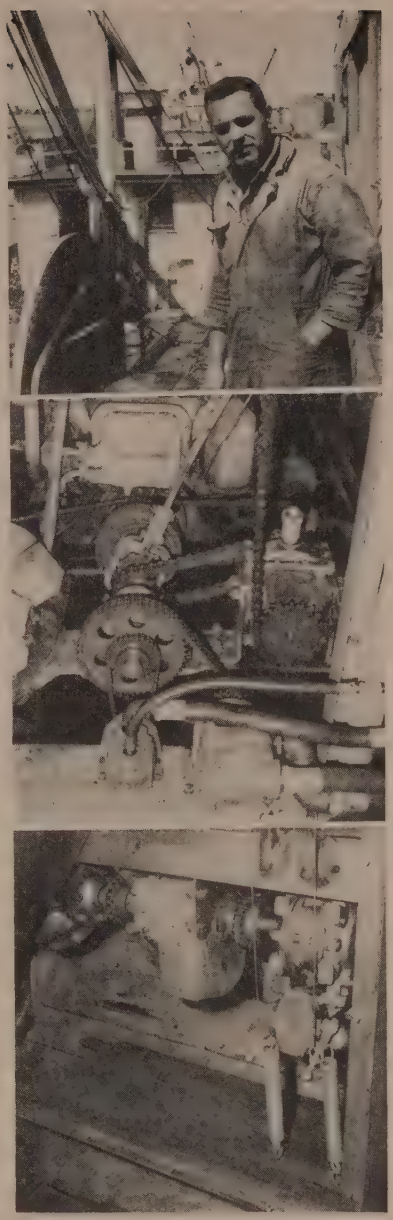
One of the refinements noted in this year's version of the Marine Construction drum-seine rigs is the design of the spooling idlers. Last year's operation showed that on idlers made from pipe the net tended to ride down at the bottom, binding the idlers. This year the idlers are made of cast corrosion-resistant aluminum, shaped to encourage the net to ride up. The rollers turn freely on their own shafts.

Tagattof went fishing with a new seine skiff—a small one, but one that planes and runs at a sweet rate when lightly loaded. Power is a 50-hp. Universal, with this distinction from most seine skiff jobs—a 2:1 reduction in the drive. This feature was provided because of the special duty which devolves upon the skiff in drum seining, where the small boat is called upon to tow-off the seiner and to keep it in position so the net will reel properly. To give her the kind of power characteristics which towing requires, Nick Karuza provided the reduction gear to halve engine speed at the wheel.

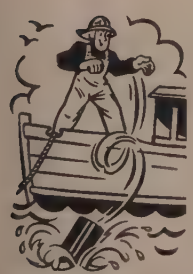
The Karuza seiners are fishing with four men in the crew:

1. The man in the skiff.
2. The man at the purse winch—only one end of the purseline is hauled in drum-seining.
3. The man at the controls of the drum, who handles the brake and spooler controls as well.
4. The captain, who directs operations, works the plunger, makes sure the net is reeling properly, and gets the rings on the "clothes pin".

The Karuza boats fish for Washington Fish & Oyster Co.



Nick Karuza stands beside his *Tagattof's* new seine drum in the top picture of the panel. In the second picture are two Vickers pumps for driving drum and spooler. The lower picture shows Marine Construction's development for powering the drum, below and just forward of the drum "tub". Photo shows, from the right, hydraulic motor, reduction gear and automotive-type transmission.



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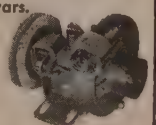

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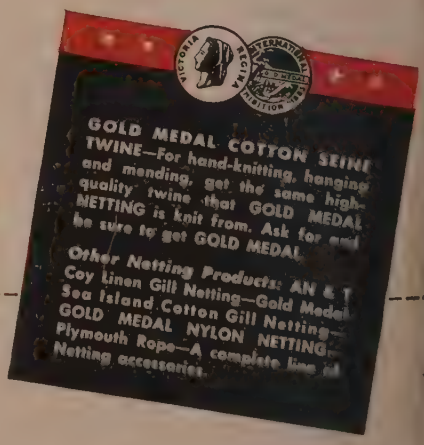
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SAN DIEGO BITE-SIZE ITEMS

Western Ace, with Chris Rasmussen as skipper, unloaded at Van Camp's with less than 500 tons, far below the record set by Frank Medina with the *Sea Lark,* 583 tons, several years ago. . . . Frank Sousa, master of the *Sun Splendor,* recently reported sighting a tremendous school of tuna, he estimated as containing probably more than a million tuna, off the coast of northern Chile. . . . *Heroic* has been purchased by the original owners, M. O. Medina, Esmael Virissimo and associates. Esmael is again skipper after some service as captain of the *Equator.* Manuel "Chuck" Gonsalves, his son-in-law, is now on the flying bridge of the latter. . . . Matt Monise and Joe M. Medina, two long-time buddies and San Diego business partners, were reported having a fine time together on Pico Island, where Joe has a whaling industry and reduction plant. In letters to San Diego they report plenty of whales and also Albacore off the Azores. . . . Joe Marques, who took off last trip, is again in charge of the great clipper *Normandie.* . . . Speaking of giant clippers, Joe Rogers' *Constitution,* with Manuel Neves as skipper, and Arnold Neves as chief engineer, continues her highly successful ways. Last trip, at Campbell's yard, the 150′ hook-and-liner was fitted with a five-bladed propeller by Coolidge. . . . Louis Vattuone took out the family clipper *Commodore,* for the July trip, Johnny staying in. The two brothers spell each other. . . . Frank Mitchell, real veteran of tuna clipper enginerooms, died of a heart attack in one during June. The vessel was the *Mary Barbara.* The body was brought to San Diego for burial by airplane. . . . Bob Alcott Jr., skipper of the *Renown,* said last month he was going to take a holiday next year. Since the vessel was commissioned last year, Bob has made every trip, 28 in all, close to a record, which is probably held by Vernon Bowman of the *American Beauty.* . . . Frank Zolezzi has returned to skippering the *Marie Louise* after an illness of six months. . . . Jesse Correira is new captain of the *Martin B.* He came off the *Ronnie S.* Joe Madruga, principal owner of the steel *Paramount,* took out the *Navigator,* giving the regular captain, Joaquin Qualin, a vacation. . . . Manuel J. Luz was passing the cigars last month, after the arrival of his first child, a daughter.

"Cobb" to Try Once More On Prince Wm. Sound

Despite the fact that exploratory fishing in Prince William Sound during the late winter and early spring of 1954 produced almost nothing in the way of merchantable fish, the exploratory vessel *John N. Cobb* of the U.S. Fish and Wildlife Service put out for that area early in July for a two-months test of summer fishing on the Sound.

She will work principally on King crab, shrimp and bottom fish under the direction of Edward A. Schaefers, fishery methods and equipment specialist.

"Sea Wolf" Saves Fliers

After 40 years at sea, Sam Balestreri, Sr., well known Monterey commercial fisherman, made his first rescue last month. He saved the lives of three Navy fliers whose plane had crash-landed in rough water off Cypress Point.

Capt. Balestreri, skipper of the 55′ party fishing boat *Sea Wolf* picked the chilled, soaked airmen from two leaking life rafts less than 15 minutes after their carrier-based plane, its motor dead, plunged into the ocean. It had taken off earlier from the carrier Yorktown cruising the coast in training maneuvers.

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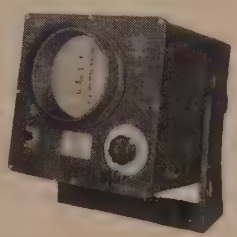

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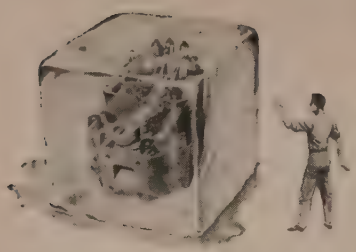

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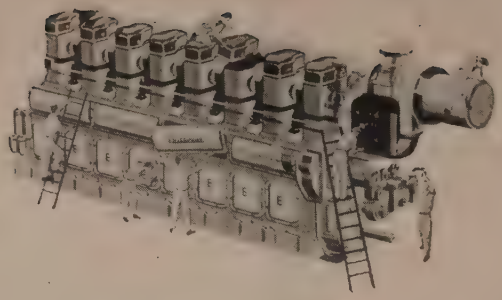

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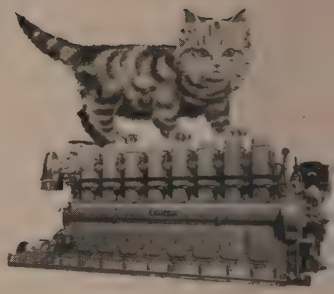

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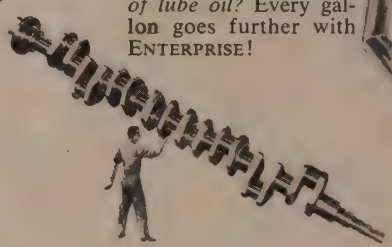

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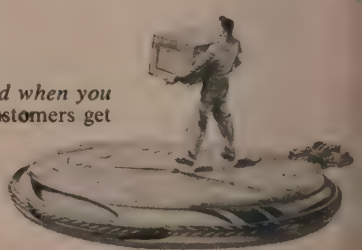

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Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Study of Dam Mortalities

The results of recent work on the effects of high dams on fish life was published last month by the Washington State Department of Fisheries. The investigators, D. E. Schoeneman and Chas. O. Junge, Jr., estimated survival rates of migrants passing through various exits of a dam and then examined injuries occurring to fish using the various units. The studies were conducted at Glines and at Elwha Dams, both on the Elwha River. Using marked fingerlings and making paired releases, the investigators were able to determine the survival rates for various exits to the dams. The survival rates for Chinook fingerlings passing through turbines at the Glines Dam was 67% while fish passing through the Elwha Dam turbines had a survival rate of 100%.

As the type of turbines and their operation was approximately the same, the difference in survival was attributed to head and the resultant pressure differences. The Elwha Dam has approximately 100′ of head while Glines Dam has 200′ of head. Young salmon passing downstream over the spillway at Glines Dam showed no significant mortalities, although, the spillway has a free fall of nearly 180′. At the Elwha spillway, which is a "contained flow type" with only 100′ of head test resulted in 37% mortality of the young fish. It may seem unusual for the highest mortalities to have occurred in the lowest dam, however, the investigators pointed out that it is the manner in which the energy is dissipated which determines the mortality rate. Although, the heights of the dams may be a critical factor in the survival of fish passing through the turbines, the method of releasing and controlling the spilled water may have a material effect on saving downstream migrants, which do not pass through the turbines.

The researchers also studied the pattern of migration of unmarked Chinook and Silver salmon and found that the Chinooks would sound to a depth of 65′ to egress when other exits were not available, but Silvers rarely sounded to leave the forebay of the dam.

Japanese Trawl Bering Sea

The exploratory Japanese research boat *Toko Maru* and two smaller trawlers recently completed survey of the trawling potentials within the Bering Sea. The research vessel was sent to the area to determine the possibilities of the area supporting a trawl reduction fishery. During preliminary planning of the cruise, the Japanese authorities invited the United States to send an observer to accompany the vessel; however, in the itinerary of the vessel made it impossible for the United States Fish and Wildlife

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

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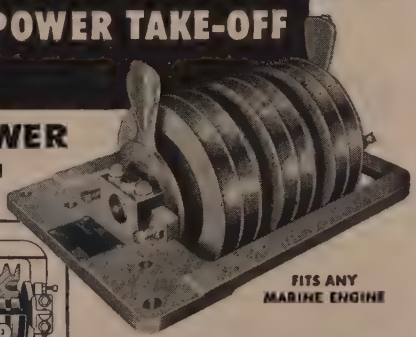

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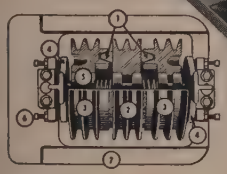

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The manually operated Albina Power Take-Off now has die cast operating levers of Aluminum-Zinc copper alloy with a stainless steel wearing strip cast as an integral part. There are also die cast aluminum alloy sheaves and die cast aluminum alloy shaft standards. Full molded friction linings from permanent molds. The shaft is stainless steel. SKF bearings are permanently lubricated and sealed.

Write for illustrated descriptive folder.

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CAPE COD COPPER COMPOUND — the world's finest anti-fouling protective coating . . . A complete guard against *all* marine growth.

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A high gloss and color fast marine enamel — formulated for protection against *all* marine elements. Hi-Tex applies with ease for a self leveling mirror-like finish.

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AMERICAN MARINE PAINT CO.

GM DIESEL
CASE HISTORY No. 5312-224

BOAT AND OWNER: 65-foot dragger "THERESA S" owned by Mike Sarunich, Seattle, Washington. Purse seining and dragging off Washington and British Columbia coasts.

INSTALLATION: General Motors "6-110" 2-cycle Diesel replaced 4-cycle Diesel. Turns 50"x40" screw through 3.7 to 1 reduction.

PERFORMANCE: Switch to smaller, lighter, more powerful GM Diesel increased cruising speed from 7.5 to 10.5 knots—top speed to 10.8 knots. Payload also increased 5 tons.

It pays to STANDARDIZE on

GM
GENERAL MOTORS
DIESEL POWER

Cruises 3 Knots Faster

Since He Switched to 2-Cycle Diesel Power

When Captain Sarunich replaced his 4-cycle Diesel with a General Motors 2-cycle "6-110" the "THERESA S" really got a move on. Her cruising speed jumped from 7.5 to 10.5 knots and now she hauls 5 more tons of fish.

That's because her GM "6-110" Diesel packs more power in a smaller, lighter engine that takes up less space—frees room for more payload. Captain Sarunich says, "My boat is now much easier to handle; her maneuverability is better. The new '6-110' isn't so hard on the boat; there's less vibration than with the old Diesel."

Delivering power at every piston downstroke (not every *other* downstroke as in 4-cycle Diesels) General Motors 2-cycle Diesel engines help boats accelerate faster, maneuver easier, respond to controls quicker. These smooth-running Diesel engines burn fewer gallons of safe, low-cost fuel—start at the push of a button—give years of trouble-free performance.

The "6-110" is also available in the new 409-s.h.p. "110 Tandem Twin" priced much lower than other Diesels of comparable power. For complete details, ask your GM Marine Diesel distributor or write:

DETROIT DIESEL ENGINE DIVISION
GENERAL MOTORS • DETROIT 28, MICHIGAN
Single Engines . . . 30 to 300 H.P. Multiple Units . . . Up to 864 H.P.

Sales, Factory-Engineered Parts and Authorized Service through distributors and dealers in all important marine locations. SEE your local Telephone Classified Directory or write, wire or phone for name of nearest Distributor.

Service to get a man aboard the *Toko Maru*. Results of the survey have not been announced; however, indications are that the researchers were pleased with what they found. Another commercial trawler, the *Asamasa Maru*, which belongs to private interests, will commence fishing operations in the near future. There is some possibility that the United States may be able to place an observer aboard this vessel.

Petrale Abundance Declines

The availability of petrale sole along the west coast of Vancouver has declined during the years 1948 to 1953. A Canadian biologist, W. E. Barraclaugh, pointed out that although the total petrale catch has not appreciably changed during this period, the catch per unit of effort records have shown a definite decline. The catch per trip has dropped from 9700 lbs. in 1948 to 5500 lbs. in 1953. During the same period, the catch per hour dropped from 350 lbs. to 210 lbs. Barraclaugh points out that the decrease in availability may be partly from heavy exploitation; however, analysis of age and length data from samples has indicated a failure in recruitment through this period. The average size (length) of females in the fishery has increased during this five-year period. The increase in size has resulted from a decrease in the numbers of smaller fish entering the fishery. If the decline had resulted mainly from over-fishing, it is likely the average size would have decreased. Canadian investigators feel that unless a strong-year class enters the fishing soon, further reduction in availability of petrale can be expected. The Vancouver petrale grounds are fished by both American and Canadian vessels.

Technologists Work On Fish Sticks

Following the recent interest in *fish sticks*, the United States Fish and Wildlife Service Technological Laboratory in Seattle has been working on the possible utilization of various species of rockfish as a low cost raw material for the preparation of this product. The initial project calls for studying and determining the frozen storage life of fish sticks prepared from several types of rockfish. Early tests have been made on the orange rockfish or canary, which has been one of the main standby's of the trawl fishery. M. E. Stansby, director of the technological laboratory, said they hoped to find methods of preparing and holding rockfish fish sticks which were equal to those being prepared from other low cost fish. Petrale had the opportunity to test several of the deep-fried rockfish fish sticks and rated them TOPS. A demonstration of high quality rockfish fish sticks could help revive the market for these fish. During the past several years, the demand for rockfish has dropped considerably. The fish sticks prepared from rockfish are to be taken from cold storage and tested periodically for the next six months. A taste panel will grade the fish during this period.

"Western Pride" Seeking Tuna on East Coast

Western Pride, San Pedro seiner, left in late June for the east coast to fish experimentally off the north New England states for Bluefin. A stop was scheduled at Pascagoula, Miss., to ship a new linen purse seine, loaned by the U.S. Fish & Wildlife service. John Mezin, brother of the skipper, Nick Mezin flew to the Gulf port to build the net while the seiner was enroute, but will not join the vessel. Any Bluefin the vessel may catch in the Gulf Stream will probably be sold on the markets at Boston, Gloucester, etc. Nick and John Mezin recently added a couple of partners as owners of the *Western Pride*, Herv Petrich and Nick Jasprica.

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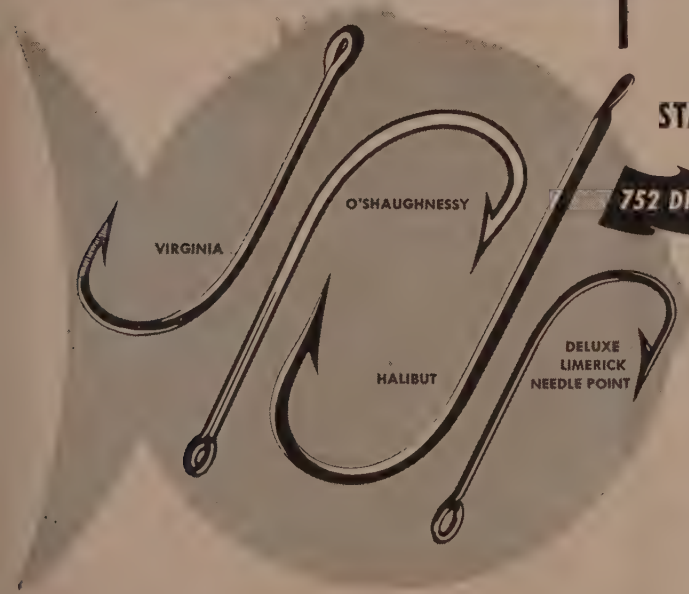

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Now you can enjoy every advantage of modern Raytheon Radar regardless of the size of your vessel. All-new 1954 Mariner's Pathfinder *Model 1500* Radar is designed to fit the limitations of both *space* and *cost* in fishing vessels, harbor boats, tugs, and other small craft, yet has the famous Raytheon high quality performance and dependability to make it equally valuable as a low-cost or "stand-by" radar for larger vessels.

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TWO-UNIT DESIGN SAVES SPACE ...IMPROVES EFFECTIVE POWER

The indicator-receiver unit is compact and drip-proof and may be mounted in horizontal, vertical or overhead position in the most limited space. The 10-inch cathode ray tube is inclined for convenient viewing in any position. *Reflection Plotter*, *Parallel Line Cursor* and *Tune-Test Meter* are standard equipment. Ranges are 1, 2, 4, 8 and 16 miles.

The antenna-transmitter unit is designed to stand up under extreme conditions of wind, weather and icing. The transmitter sub-unit is detachable for foul weather servicing. Elimination of wave guide runs cuts installation cost, improves effective power.

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SAN PEDRO SEINE SETS

Marauder, San Pedro seiner, skippered by Tony Mihovilovich, was top boat among the tuna netters at end of June. The vessel had completed six trips and unloaded around 550 tons. First trip was begun December 28. . . . Andrew Vilicich's *Marsha Ann* was right there too, Skipper Pete Lapanovich having completed five trips for around 575 tons. However, part of that total was loaded aboard the reefer *Alaska Reefer* off South America. . . . This mothership, with owners Andrew Vilicich and Anton Bulich aboard, was in Bristol Bay for salmon, accompanied by a son, Steve Vilicich. . . . Ray Jones brought the *California I* to port in June after months spent working off South America and transshipping some 900 tons of tuna north since first of the year. . . . John Stanovich also brought up the *Golden West.* . . . John L. Rados, president, Harbor Boat Building Company, has been named president of the San Pedro Rotary club. . . His son, John Rados, Jr., has recently bought Nick Mezin's showplace home in San Pedro. . . . Josephine Zar, daughter of Klemento Zar, Jr., and niece of Joe Zar, Marine Hardware's netting department manager, was married June 26 to George Bosnich at Mary Star of the Sea church in San Pedro. . . . Frank Manaka has installed an electronic fish finding device on his *Western Explorer,* supplied and installed by Paul W. Hiller, Wilmington. . . . Anton and Dominic Misetich and families were on a motoring vacation last month while the *Anthony M* was laid up and brother, John had the *Ronnie M* down south. . . . *American Beauty,* small San Pedro seiner, burned and sank off Mexico, June 24, second seiner ot be lost this year, *Sunrise Ranger* being the first. . . . *Excellent, Oakland* and *Virginia II,* left June 24 for their new jobs for Star-Kist at Iqueque, Chile. They will be followed by the *Harmony, Two Brothers, Robin Hood* and *Nina Rose II* about August 1. . . . Tom Nishida has equipped his seiner with a complete lampara net, the webbing, etc., being Gold Medal. He will use the net for local tuna and mackerel fishing. . . . Speaking of lamparas, John Zankich has been experimenting with a lampara net for tuna in Mexican waters; is encouraged by the longer and deeper gear and will continue trying it out. . . . When the *Two Brothers* joins the Star-Kist fleet at Iquique, she will carry both seine and lampara.

"Cavalieri" Is Sold For Peruvian Fisheries

The well known purse seiner *Cavalieri,* formerly owned by Vincent Cardinalli, San Francisco, and later by Lee Kish, Ketchikan, has been sold through Dan Bohne & Son, Fishermen's Wharf, San Francisco, to Impressa Pesquera Ilo, Callao, Peru.

Cavalieri was once under charter to POFFI. She will be used as a refrigerated cargo boat, as well as a fish boat. Her skipper will be Capt. Barnes Collinson, formerly skipper of the *Spicewood.* After undergoing extensive repairs at Seattle she is expected to sail for Peru in August.

Woman Fisherman Hurt

Mrs. Billie Johnson was one of the first casualties of the 1954 Albacore season, when she lost a thumb in an accident board the vessel *Deep Six.* A U.S. Coast plane picked her up from the vicinity of Guadalupe Island, Mex., and she was taken to the San Diego naval hospital.

All Along the Coast

THE ENGINE DIVISION OF NATIONAL SUPPLY SELLS AND SERVICES

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Now, give your boat's hull a new surface that will last the boat's lifetime! It's easy with new Trevarno Glass Boat Fabric—the perfect finish for wood hull boats! Trevarno Fabrics have a tensile strength greater than steel. And, being glass, they are virtually everlasting! This tough covering helps protect your boat hull from scuffing, leakage and fracture during *years* of normal use. Unpainted, Trevarno Fabrics let natural wood grains show through—retaining the beauty of wood surfaces.

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Apply second coat of resin and hardener.

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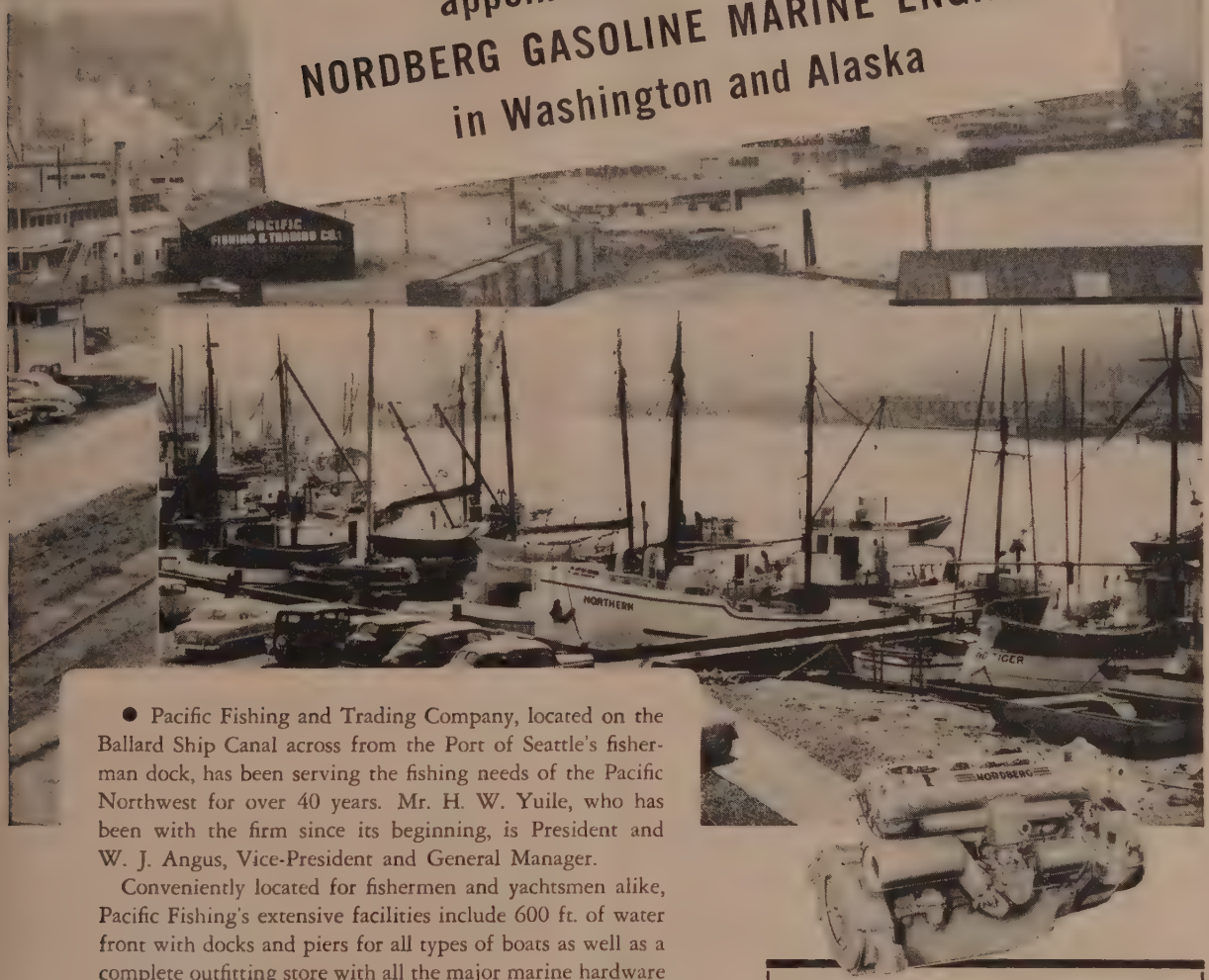

● Pacific Fishing and Trading Company, located on the Ballard Ship Canal across from the Port of Seattle's fisherman dock, has been serving the fishing needs of the Pacific Northwest for over 40 years. Mr. H. W. Yuile, who has been with the firm since its beginning, is President and W. J. Angus, Vice-President and General Manager.

Conveniently located for fishermen and yachtsmen alike, Pacific Fishing's extensive facilities include 600 ft. of water front with docks and piers for all types of boats as well as a complete outfitting store with all the major marine hardware lines. Because of its excellent facilities and the firm's outstanding record of service, Nordberg has appointed, and gladly welcomes, Pacific Fishing & Trading Company as a distributor for Nordberg gasoline marine engines in Washington and Alaska.

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All models available in four popular reduction gear ratios . . . or in hydraulically-operated reverse and reduction gears in comparable ratios at no extra cost.*

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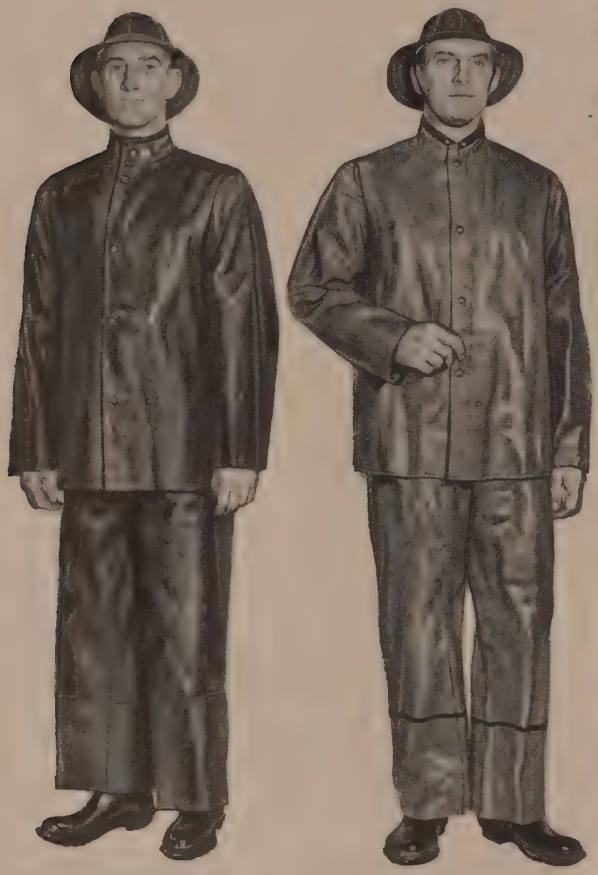

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A recent ruling of the Federal Communications Commission requires that the harmonics of 2738 kc. be suppressed to prevent interference to other services, notably aeronautical.

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LINES and LEADERS

Raytheon Has Portable Radio-Direction Finder

A new portable radio which serves also as a marine direction finder to determine positions at sea, was announced today by Raytheon Manufacturing Co. It receives the regular AM "broadcast" band, and also "Marine" and "Beacon" bands.

The electronics firm calls its new model the "GM 114A". Looking very much like an ordinary portable radio, it has no unsightly radio loop rising from the top, like other radio direction finders. Instead, a flat, knob-like antenna projects only two inches above the case. The whole radio weights only 13 pounds, including batteries, and measures 12 inches wide by seven inches deep and high.

The boat owner may listen to his favorite radio program or good music, and at the same time, rotate the antenna until it points directly at the radio station. In this way, the mariner may obtain a "fix" showing his exact position at sea, using ordinary commercial radio station. In addition, he may tune in the 1700-3400 Kc "Marine" frequencies to locate vessels operating radiotelephones and to obtain weather information. The set also receives the 200-415 Kc "Beacon" band, enabling the boat owner not only to make extremely accurate fixes, but also to locate light ships and danger points marked by government beacons.

New White Echo Sounder Nears Ultimate in Compactness

Wilfrid O. White & Sons, Inc., maker of the well-known Sur Echo line of sounders and of the Constellation and Corsair compasses, announces for early delivery a new echo sounder designed especially for small craft. Ultra-compact, the White Echo sounder will indicate depths of less than 2' and up to 80', giving readings 30 times per second.

Ideal for coastal waters generally, the White Echo sounder features an indicator that can be mounted on any shelf, whether inclined or not, on bulkheads and even overhead; in short, wherever the user wants it. The easy-to-read dial is graduated to individual feet and the whole indicator case measures only about 4" x 4" x 5".

The power converter, for 6, 12, or 32 volt, as selected, is in another compact unit which contains all the electronic components. This case measures only 5¼" x 5¼" x 9", and can be stowed in any out-of-the-weather spot.

The special transducer is provided with the proper fairing block and is of such design that the installation can be made without hauling the boat out of the water. This feature should appeal to those whose boats are already overboard.

Those who are familiar with White products are assured that this White Echo sounder has just the same qualities of reliability, accuracy, ruggedness and adaptability as all White products and carries the same guarantee.

White Echo sounder brings within the range of every boat owner the wonderful advantages of depth sounders generally—better and safer navigation, and better fishing.

Stay-Tite Products Making 16 Specialized Materials

The 16-item Stay-Tite line of waterproof products on which fishermen widely rely for sealing, caulking and all the myriad jobs requiring watertight closing around a fish boat and fishing gear, comes now from Stay-Ttite Products' new plant in Cleveland, Ohio.

After manufacturing its famous line since 1908, Stay-Tite recently purchased its own factory building to provide it with larger and superior facilities required by a consistently growing business.

A. F. Alexander is president of this active manufacturer of a line of indispensable products for the fisherman, and gives the business his direct attention as general manager. Vice president and sales manager is Joseph Marg, who has extended distribution of Stay-Tite products to all 48 states, while export sales are also made in Canada and Mexico.

Although it has been in business for 46 years, the company's technologists keep in the closest touch with modern developments and materials, with the result that Stay-Tite products embody the latest advantages of chemistry as it is today.

MANY FISHERMEN ASK —

What is combination nylon?

BROWNIE SAYS —

Combination nylon as the name implies is part filament and part spun nylon. It combines the superior strength of filament nylon with the improved qualities of spun nylon. It is at its best when used as a selvege twine.

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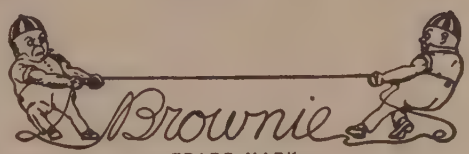

TRADE MARK

Particular fishermen all buy Brownie Brand Combination Nylon twine for use in getting their nets ready for a successful season.

* Next month Brownie talks about Dacron.

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Bits from the Bay

Standard Fisheries, Inc., Cattolica & Lindwall, and California Shell Fish Co., San Francisco, have chartered the *St. John Bosco* to act as a salmon pick-up boat. She is skippered by Joe Cattolica, brother of Tom Cattolica, partner in Cattolica & Lindwall.

* * *

Miss Angela Anne Ferrante, daughter of Peter J. Ferrante, well known Monterey attorney and factor in the California fishing industry, and Mrs. Ferrante, was married last month to John Henry Bourquin in Carmel.

* * *

Frank Taormina, for many years a fisherman with the Alaska Packers Association, has been appointed fish boss at the Naknek, Bristol Bay plant of the association. He takes the place of Tony Sabella, who has been fish boss at Naknek for the past 22 years, and who has been an APA employee for many years before that. Both men are San Franciscans.

* * *

Angelo Costanza, San Francisco, formerly of the *Fortuna,* is having Shoreline Diesel Maintenance, Fishermen's Wharf, San Francisco, insstall a General Motors 6-71 diesel engine which they rebuilt in the new combination boat which he is having Seeno Boat Works, Pittsburg, Calif., build for him.

* * *

Elias Weeks is skipper of the San Francisco trawler *Seaworthy* while Gildo Paolini is fishing in Alaska. *Seaworthy* is fishing out of Fort Bragg, and fishing is reported to be excellent.

* * *

Dominico Galuppo, skipper of the combination boat *Big Thomas,* of San Francisco and Monterey, is recuperating after a severe illness.

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NORDBY SUPPLY COMPANY

Nordby Supplies Every Marine Need

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Low in price, high in power, with day range of 35-50 miles, night range of 125-150 miles . . . built-in 6 or 12-volt power supply, 4-channel, 18-watt (latest FCC rating) transmitter with tunable broadcast receiver.

Prices: $285 for 6-volt—$288.50 for 12 volt model. Both prices plus crystals and tax, F.O.B., N.Y.

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Standard Engineer's Report

CASE HISTORY
PRODUCT RPM Delo Oil and Standard Diesel Fuel
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Liner wear only 0.0025" after 18,200 hours' work!

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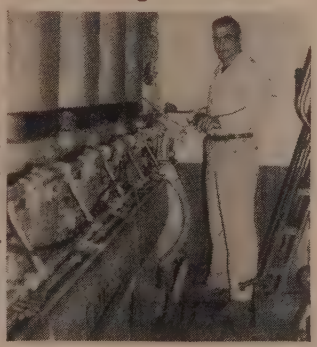
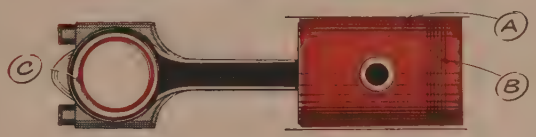


FOR EXPERT HELP on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write to 225 Bush St., San Francisco.

STANDARD DIESEL FUELS
RPM DELO LUBRICATING OILS

How RPM DELO Oils keep engines clean and prevent wear



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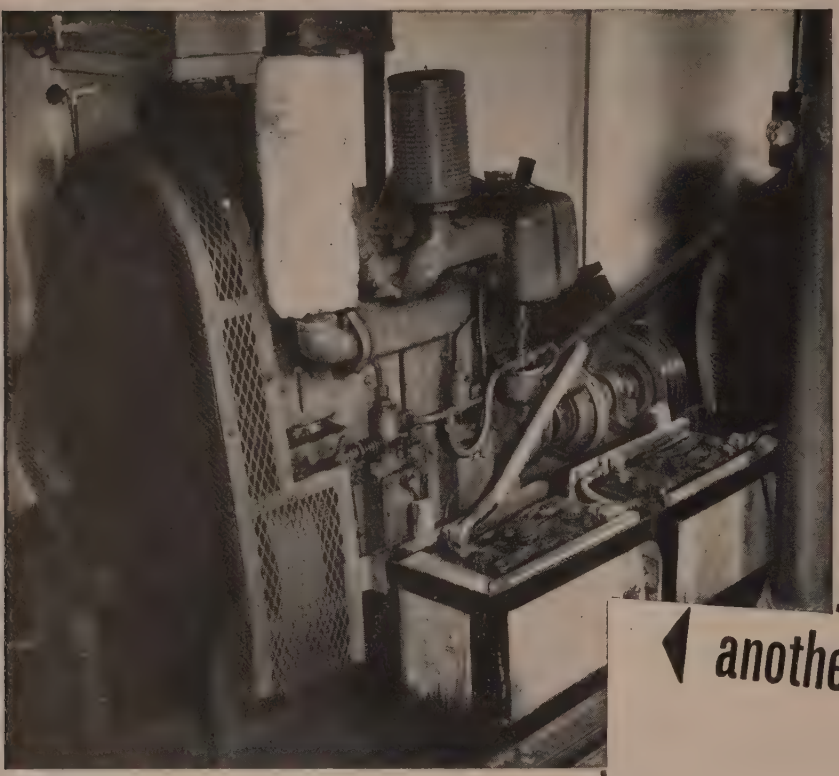

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—Photos by Caterpillar Tractor Co.

A Gillnetter de Luxe— Sam Jensen's "Sun Valley"

As a de luxe sedan is to a pick-up, so Sam Jensen's *Sun Valley* is to the average gillnetter.

You might say *Sun Valley's* a sedan-type gillnetter, with the lines and fittings of a yachtman's cruiser, but all the share-earning ability of the grubbiest gillnetter that ever wet its nylon in Boundary Bay.

She's 32′ 9′, and she runs at a round pace thoroughly satisfactory to her owner under the thrust of a 130-hp. Nordberg gas engine turning through 2:1 reduction. The craft came from the ways of Kazulin and Cole, Tacoma.

Interior finish and equipment is really beautiful, and Sam Jensen aims to keep it so.

One little gimmick is quite different, although Mr. Jensen thinks it's not the first in the fleet—a light in the stern a few inches above the waterline. The port is cut through the hull and covered with heavy glass, behind which there is a strong lamp whose light, fanning out underneath the net as it comes up to the fairlead at the stern, shows every fish in the twine, how well and where he's gilled.

Sun Valley has stern lights on stanchions above, of course; but this one down by the waterline is where it shows the fish and throws no shadow on the work.

Here's smiling Sam Jensen in *Sun Valley*, gillnetter de luxe. Note the porthole for the stern light, set to illuminate the net from below.

"Renown" Is Refrigerated

The **Renown** of Seattle has been refrigerated to serve as a tuna fisherman. Northwest Baker handled the job. Charlie Buchan Jr. and Pete Andrich will put their tuna net aboard the vessel.

Kleven's "Signe" Gets New Mill for 1954

Just before the start of the halibut season this year E. Kleven repowered his 56′ Seattle halibut boat *Signe* with a Model L, 250-hp. heavy-duty Cummins diesel, equipped with a 2 to 1 Capitol reverse and reduction gear, driving a 50″ x 30″ Olympic propeller. The engine was supplied by the North Coast Engine & Equipment Co., Seattle distributors.

Eureka Trawling Steady

Although slightly off from last year, seasonal dragboat operations along the northern California coast have been holding up well thus far, with companies reporting regular deliveries and good catches. Early summer found approximately 25 draggers working out of Eureka.

Prices have held steady since the announcement of summer quotations as follows: Dover sole, 5c; petralle, 7½c; sand sole, 7½c; large English sole, 6c; medium English sole, 4½c; sanddabs and Rex sole, 5c.

Harvests Humboldt Oysters

Ralph Hayes, Arcata, Calif., is planning to start the first harvest of his oyster beds in the north basin of Humboldt Bay sometime during May. The beds were planted about a year ago, and Mr. Hayes' venture marks the first operation in that oyster field since the middle 'thirties, when production was maintained for several years on a limited scale.

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—Photos by Caterpillar Tractor Co.

California Trollers Hit Fair Late June Run

Running about true to form, salmon operations along the extreme northern California coast proved spotty during the first six weeks of the season.

After a slow opening, the end of May found fishermen making excellent hauls from a big run off Cape Mendocino, with virtually the entire Eureka fleet participating.

Activity slumped to some extent early in June and then climbed to new high figures for the season. Meanwhile operations shifted from Cape Mendocino southward to Blunts Reef and Shelter Cove, and a good many fishermen took their catches to Fort Bragg.

Prices remained unchanged from the start of the season, with dealers paying 30c a pound for average Chinooks, offering 32c for large Kings and 27c for smaller fish.

35 Eureka Boats Seek Southern Tuna

At least 35 Eureka fishermen were prepared at presstime to sail southward to participate in tuna operations out of southern California.

The list included the dragboat *Diane*, owned by Lief Flak; *Elda A.*, Edwin Abrahamsen; *Sea Home*, Dan Kelly; dragger *Cavalier*, James Young; and *Pacific Belle*, Harold Christenson.

Some of the fishermen delayed departure with the development of better runs of salmon off the northern California coast during early June. The majority planned to return to Humboldt Bay later in the summer if or when Albacore appear off the northern California coast. Last year, however, was a virtual blank at Eureka insofar as Albacore was concerned.

Beuhkola Heads Trawl Union at Astoria

Aldrich Beuhkola of the dragger *Georgine* was elected president of the Otter Trawlers Union at Astoria early this summer, with Arthur L. Anderson of the *Betty* chosen vice president.

Paul Graves was re-elected secretary-treasurer.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

TROLLERS FOR SALE — "PROWLER", 64', 1944, Cummins diesel, 50-watt Intervox, DF, Autopilot, modernized deckhouse topside, with galley, $20,000; "NESRAL" 46', 1943, 6-71 GM diesel, Radio and DF, Iron Mike, 6-spool salmon gurdies, $13,500. Other listings, including several MONTEREY PURSE SEINERS from $25,000 to $65,000. DON WOODWARD, Broker, at Marine Supply Store, P. O. Box 45-A, MOSS LANDING, Calif. Telephone CASTROVILLE 6652.

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Francisco Francalino, skipper of the troller, Isabel

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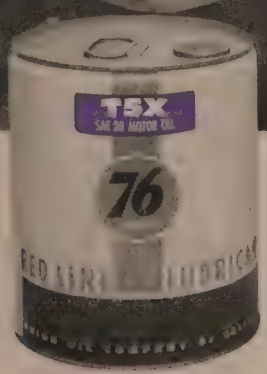
Ask your Union Oil dock operator for your free copy of UNION MARINE SERVICE or write to Union Oil Co., Marine Sales Dept., Union Oil Bldg., Los Angeles 17, California.



UNION OIL COMPANY 76

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"Native Sun" is Steel "Baby" Tuna Clipper

Native Sun is the first steel "baby" tuna clipper to be built in the Los Angeles-Newport Beach area in several years. The 59-foot "baby tuna clipper" is being constructed by the General Welding & Shipbuilding Co. for Jerry Hachez of Newport Beach, Calif.

Beam is 12′ with an 8′ mean draft. The clipper has been constructed to order of the owner and will be equipped to fish the high seas of South and Central America.

Power is a 671 GM diesel engine, 3.7:1 reduction gear, working a 2½ Monel shaft. There is a hollow box keel to fresh-water cool the engine.

The pilothouse is of plywood construction, built by the owner and his father, Lloyd Hachez. Two bait tanks are also of plywood, 4 x 8 x 12.

Accommodations are for a six-man crew. The refrigerated hold will take 45 tons of tuna, plus 8 tons in each of the two bait wells. The fuel capacity is 5,000 gallons.

Auxiliary engine is a 271 General Motors, and all pumps are Fairbanks-Morse.

As for the construction of the hull, the shell plating is ¼″ throughout. The inside of the hull is primed with Pioneer-Flintkote asphalt emulsion. The outside of the hull is covered with Galvicon, a cold galvanizing compound, over which there is an application of an aluminum base paint. Over this, in turn, is applied an anti-fouling compound (not a copper base material).

The builders consider a steel fishing boat is ideally suited to operations in tropical waters because there is no danger of attack by teredos. Also in a steel fishing boat the tanks are built-in as integral parts of the hull, giving added strength. The characteristics of steel construction also give more hull space to a vessel; and the builders declare a steel boat costs about one-third less than a wooden boat.

Jerry Hachez formerly was in partnership with his brother Gene on the net-Albacore boat *Martha June*. Gene will continue to fish this Newport Beach-based boat.

General Welding & Shipbuilding is a partnership of George Sutton, designer, and Al Pereira, steel boat expert.

"Anna M" Burns, Sixth Clipper Lost in 1954

Ann M, 114′ wood clipper, was the sixth tuna vessel lost to the Southern California fleet in 1954. She caught fire and sank June 16, off San Martin Island, Mexico. Abilio Magellan was managing owner and his son William Magellan was skipper. The 12-man crew was saved by the Scripps research vessel *Spencer F. Baird*. The *Anna M*, built at Tacoma, 1941 was taken into the Navy during World War II, survived and was later returned to her owners.

Clipper Reported Seized

Sun Venus, former San Pedro netter, was reported arrested on the high seas off Ecuador in late June. No details were available. The vessel was last in Los Angeles harbor in 1952; since has fished out of South American ports.

Tony Peters, Eureka, has powered his 42′ troller with a GM 3071, purchased from West Coast Engine & Equipment Co., Berkeley.

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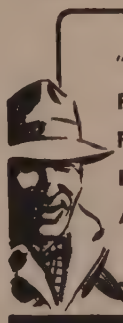

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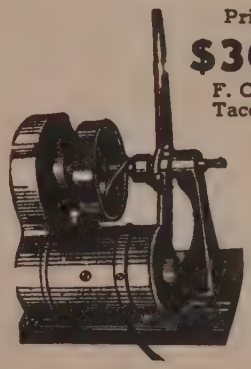

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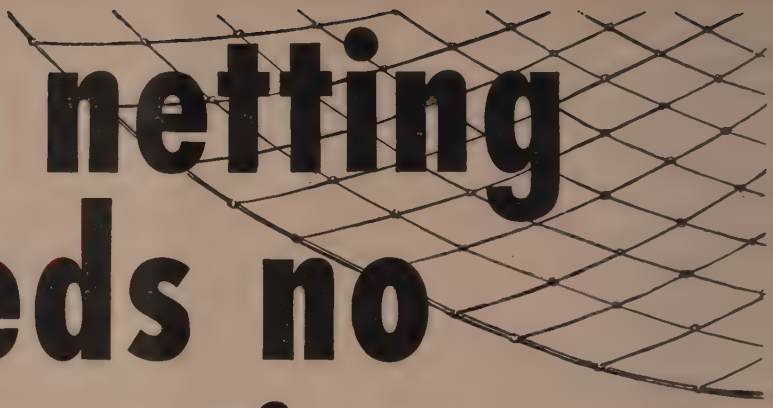

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Chief Officer Dick Berlin of the King crab trawler *Deep Sea* stands amid the electronic instruments in her pilot house, his hand on the Edo Fishscope which she is using this summer to detect pods of crabs on the floor of Bering Sea. Behind him is her Sperry radar, and in the foreground the magnetic compass pilot. *Deep Sea* also carries loran, not shown in this view.

How *Deep Sea* Seeks to Spot King Crabs With Fish-Finder

Fish-finding potential of sector-magnifying sonar gear is getting an intense and strictly practical test on the bottom of Bering Sea this summer by the steel trawler *Deep Sea*.

Perhaps the most highly instrumentalized fishing vessel in the entire American fleet, this flagship of Wakefield's Deep Sea Trawlers, Inc., was equipped with an Edo "Fishscope" before Capt. Bill Blackford took her north in mid-July for a five-months trip.

Deep Sea is the largest of three trawlers operated by the company for King crab. The other two, *Shelikof* and *Foremost*, sailed at the same time, but are expected to devote much of their attention to the King crab fisheries in the vicinity of Kodiak Island and Cook Inlet.

Can Fishscope Show Crabs on Sea Floor?

The Fishscope installation on *Deep Sea* is admittedly experimental. Lowell Wakefield, president of the company, Capt. Blackford, and First Mate Dick Berlin believe it is quite possible that the instrument, with its sector-magnifying power, will show pods of King crabs on the sea bottom. Their experience with King crab fishing leads them to believe that at certain seasons the crabs gather in pods, somewhat after the schooling habit of fish, and that these masses may be of sufficient size and depth to be detectable in the 10-fathom magnification sector of the Fishscope, which was installed by Northwest Instrument Co.

It should be explained that this instrument operates much after the manner of a vertical sonar, having a normal range of 250 fathoms. Any 10-fathom sector of this depth may be selected by the operator for magnification 25 times to the full diameter of the cathode "scope."

Obviously, in King crab trawling the sector selected for magnified examination would be that immediately above the bottom.

Will the magnification of that sector show crab concentrations?

The answer will be given next December when the *Deep Sea* docks again.

What the Well-Equipped Trawler's Bridge Carries

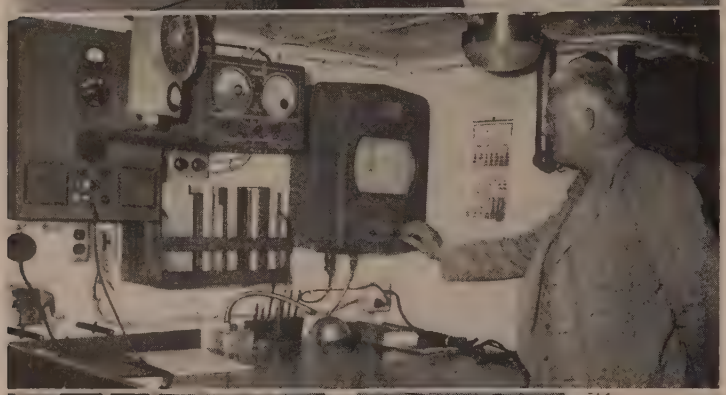
Deep Sea went north this summer with a different look to her pilot house, inside and out. Last December, just at the end of her second trip of 1953, she suffered a minor fire on her bridge deck, with damage to some of her instruments. In making repairs, a number of changes were made as well.

The pilot house was lengthened 3½' by incorporating within it the narrow bridge which had run across the front of the house originally.

The space gained permitted the installation of the Fishscope and other equipment.

Mr. Wakefield believes that *Deep Sea* carries the most comprehensive outfit instrument-wise of any member

Dick Berlin, mate of *Deep Sea*, between her Sperry radar, left, and her Edo Fishscope, two of the key units in her instrument fishing for King crabs.



Howard Wakefield, in charge of *Deep Sea's* processing department, is shown at the controls of her Bendix depth-recorder in the middle view, with her Apelco direction finder in the middle above the chart table and her 70-watt stand-by radiophone at the left.

Bottom pictures show, on the left, the 400-watt Sig Hanseth custom-built radiophone, the most powerful that may be installed on such a vessel as the 140′ *Deep Sea;* and the Sperry loran which brings her back to a pin-point fix on productive crabbing grounds year after year in spite of weather.

of the American fishing fleet. The list includes:

Radar by Sperry.

Fishscope by Edo.

Magnetic compass pilot by Sperry.

Depth Recorder by Bendix.

Loran by Sperry.

Direction finder by Apelco.

Radiophone, 400-watt transmitter, custom built by Sig Hanseth, using a Hallicrafters receiver.

Radiophone, 70-watt standby transmitter-receiver, by Hanseth.

Cook-Timers by Cyclo-Flex for automatically timing the crab-cooking time.

Fishing-by-Instrument Vital in Crab Trawling

Deep Sea's echo-sounder, radar and loran are elements in a carefully worked-out, thoroughly demonstrated, fully proven outfit for King crab trawling. This year the Fishscope is being added, in the hope that it will contribute further to the vessel's ability to find and catch the crabs.

How are the various elements used in fishing, apart from their well-understood navigational functions, of course?

The Bendix depth-recorder automatically produces a graphic picture of the bottom during fishing operations, showing not only the depth and configuration but also something of the density and make-up of the bottom.

When good fishing is found in a location this is noted on the depth-recorder chart, and the precise location established by means of loran. This can be done much quicker and with greater precision than by navigational methods, and at any time of day or night, without respect to weather.

Moreover, a month or a year later the vessel can be brought back to that precise spot by means of the Sperry loran.

Radar Buoys Regulate Crab Trawling Operations

Beside all its functions of navigation and safety in constricted waters and along the tortuous, reef and rock-strewn Alaska coast, the Sperry radar plays a vital part in crab trawling.

Buoys are used to mark the drags, so the net will not work-over the same ground; and at the same time so a tight pattern can be laid on a productive area. In the fogs of Bering Sea, buoys rarely can be seen at a distance—and

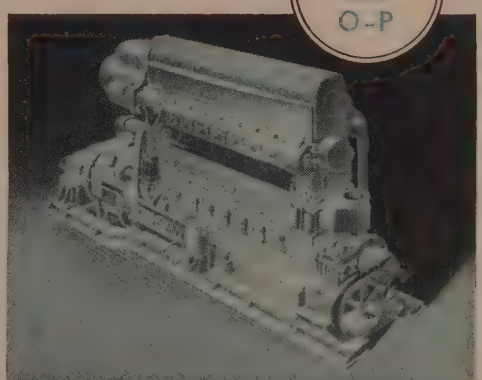
talk about speed...

. . . and I can remember when that same boat would crawl out of port at a snail's pace. The difference, I hear, is something called Re-Powered with O-P." Yes, there are those boats that you wouldn't recognize as the same. They have been re-powered with the newest in marine diesel power—the new Fairbanks-Morse Opposed-Piston engine in the 225 to 750 horsepower class.

Designed specifically to give you more performance than the engine it replaces, the new O-P puts more power . . . more speed . . . at your command. It is a completely "packaged" power unit with all accessories and piping engine mounted—can be installed for about ⅓ the fitting cost of a comparable engine. Also, the compact design saves 20% in length and width . . . space saved can be used to increase payload and supply compartments. This is an additional advantage when you re-power with O-P.

There's more to the Model 38F story—lower maintenance, greater reliability and economy. So call your Fairbanks-Morse Marine Specialist now—before your next trip out. Fairbanks, Morse & Co., 600 South Michigan Avenue, Chicago 5, Illinois.

RE-POWER WITH O-P



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Eliminates Guesswork —Assures Bigger Catches

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The FISCHLUPE is a boon to fishermen. Length of "fishing time" can be reduced. Unprofitable towing can be prevented. The catch can readily be estimated, and net hauled in at the correct time. No special knowledge required to operate the equipment.

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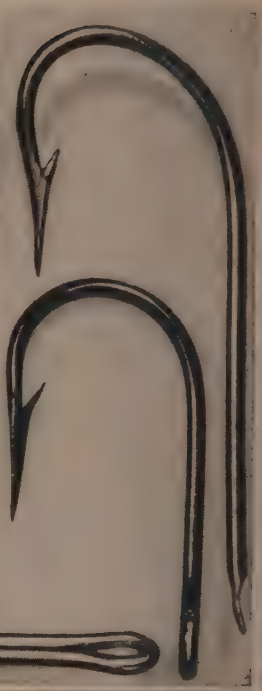

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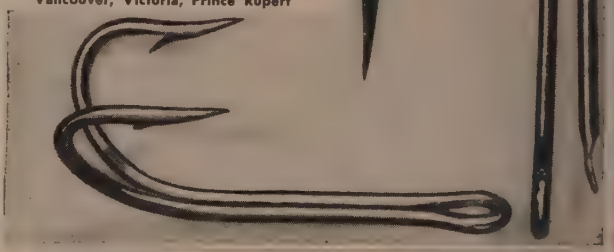

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much of the fishing is done when the days are very short in those latitudes. The buoys cannot hide from the radar in the fog and dark, and *Deep Sea* comes back to them accurately and quickly.

These functions of the *Deep Sea's* instrumentation complex serve to bring her back quickly and accurately to points where good fishing has been found.

With her new Fishscope she hopes to find the crabs by instrument before she shoots her gear.

Freezing Plant Building At Port Wakefield

The Wakefield enterprise is making changes ashore as well as afloat. It is installing a freezing and frozen storage plant ashore at Port Wakefield, on Raspberry Strait, off the northeast corner of Kodiak Island. A herring reduction plant, currently inactive, Port Wakefield offers excellent facilities and at the same time is located strategically to serve King crabbing operations on the Cook Inlet and Kodiak grounds.

There will be two sharp freezers and a frozen storage room 30 by 40' to which the *Shelikof* and *Foremost* can deliver their products from time-to-time, thus making-up for their relatively limited frozen storage capacity. Baker refrigeration is being installed.

Japanese Stepping Up Bering Sea Trawling

Marked increase is noted in Japanese trawling activity in Bering Sea, where a joint operation of Hokuyo Suisan and Taiyo Gyogyo has been authorized to dispatch four trawlers for autumn operations.

From Japan exclusively to *Pacific Fisherman* comes this dispatch:

"The 1,000-ton trawler *Asama Maru* of Nippon Suisan left Hakodate June 22 on the first post-war trawling operation to Bering Sea. The Japanese government had granted the license as a tentative scheme and on strict condition that no halibut should be caught. Such flatfish, codfish and pollock as would be caught by the trawler will be either frozen or salted. The plan looks forward to three trips of the ship between Japan and Bering Sea, and at each time about 800 tons would be put out, making the total catch some 2,400 tons.

"The operating season allowed runs from June 15 to Oct. 30. Since the object of the operation is limited to the low-priced fish even in Japan, the company seems to expect some difficulty in how profitably to dispose of the landings in order to compensate for the cost of the long trips.

"Another plan of Bering Sea trawling also has been authorized. This is the joint project of Hokuyo Suisan and Taiyo Gyogyo. The company dispatches four 270-ton trawlers, *Taiyo Maru No.* 12, 15, 16 and 18, within the authorized period from Aug. 20 to Nov. 20.

"The factoryship *Eijin Maru,* 7,416 tons, now on duty in North Pacific waters as flagship of Taiyo's fleet of salmon gillnet boats, will be chartered and used as transport.

"The trawled fish will be salted, frozen or kept fresh in ice. The target is said to be about 6,500 tons. This plan was also recognized as a tentative one."

Syd. Humphreys Dies

Syd. Humphreys, for many years an active figure in British Columbia fisheries and a former alderman of North Vancouver, died there recently, aged 71. A real old-timer of the district in which he lived, Mr. Humphreys founded the London Fish Co. and Colonial Packing Co. in Vancouver. He retired from business only last year.

Seiner Sold to Peru

The Monterey purse seiner *New Vagabond,* owned by Mariano Torrente and Anderson & Cristofani, San Francisco boat builders, has been sold through Dan Bohne & Son, San Francisco, to EPISA, a Peruvian company. She will fish for tuna in those waters.

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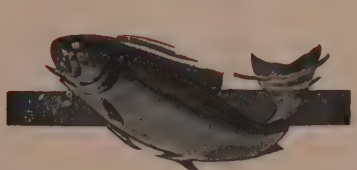

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. . . facing facts

TODAY, two jobs face the canned salmon industry. Salmon runs must be rehabilitated. Production costs must be reduced.

To do this, sound fishing regulations must be carefully worked out to the best interests of the **entire** industry. Expensive duplication of effort and equipment must be eliminated.

As always, Pacific American Fisheries stands ready to meet the challenge of the day, and to assume its share of leadership and responsibility in solving these major problems. Working together, we can return our industry to its rightful status—a profitable operation with a sound future.

The fact remains that canned salmon has always been a great economy food. Today, the industry must "face facts"—and work to keep it so.

PACIFIC AMERICAN FISHERIES, Inc.

BELLINGHAM, WASHINGTON

Quality Always

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

August, 1954

Tuna Trade Hesitant Going Into Second Half of Year

Having glutted itself with imports of raw frozen tuna during the first six months of 1954, the California tuna-canning industry was doing a bit of wondering as July launched the second half of the year's activity.

It so happened that this year completely reversed the "El Nino" conditions of the first six months of 1953, when fishing was dismally poor. Excellent catches came right from this year's jump-off.

The case pack swam past the 4,000,000 case mark by July 1, considerably ahead of the first half of 1953. Consequently, the satisfactory high prices, suddenly began to sag; wholesale prices fell as much as $1.50 per case.

Packers declared canned tuna wasn't moving as it should. Inventories were said to be building up. Some blamed the sensational rise of fish-stick sales. Others saw the villain of the piece in the 35% drop in meat prices over the past year. Others saw an even more sinister reason for the alleged slump in canned tuna sales.

Whatever the reason, and regardless of whether the back-up of canned tuna was real or imaginary, the industry was in a state of some hesitancy and confusion as it entered into the second half of 1954.

Fish Sticks' Promise Leads President to Kill Duty Lift

Fish sticks offer an opportunity for increasing per capita consumption of fish to a degree which would contribute more importantly to the health of the American fillet industry than restrictions on imports.

This is the primary reason given by President Eisenhower for rejecting the recommendation of the Tariff Commission for increased duty, plus a limit quota, in fillet imports.

He said: "It would be a disservice to the long-run interests of the entire groundfish industry to limit the imports of fillets in these circumstances. It would reduce the raw material supplies of the producers of fish sticks. It would create an artificial scarcity and tend to increase the price. At the same time it would hamper and limit the development of the market for the product and jeopardize the present prospects for the increase in per capita consumption of fish which is the key to the real solution of the industry's problem."

Three members of the Tariff Commission recommended that the tariff on fillets be raised from 1⅞c to 2½c per pound, and that the imports in any year should be limited to 37% of the average annual consumption during the immediately preceding five years.

Two commissioners opposed the recommendation and one did not participate in the decision.

Fish Sales Cool In Spite of Heat

The early summer heat wave which almost melted the Mid-West away failed to stimulate the retail movement of canned fish in the usual manner, and this left primary marketers of canned salmon and tuna puzzled and a shade uneasy.

Summer heat serves to set the sales of salmon simmering—usually—but not *this* year—according to the reports from field brokers to their Pacific Coast principals as this was written deep in July.

Why? No clear-cut answer. Food sales generally seemed a bit soft, despite the acknowledged fact that folks eat about as much one time as another. Maybe they didn't like the prices and decided to "reduce inventory" by eating out of kitchen stock instead of out of the "super".

Maybe the rocketing rise of fish sticks was cutting into canned fish sales. Too early yet to say for sure.

Then there was talk again of being "priced out of the market", with glances at the tuna shelves.

Japanese Canned Crab Target Filled Early

With 52,000 cases of halves packed to June 27, it was apparent that the Japanese floating crab cannery *Tokei Maru* was bound to fill her target quota of 57,000 cases early in July.

What Price New-Pack Fish?

First pricing of new-pack Alaska canned salmon saw Copper River Sockeyes offered by one factor at $15.25 for halves and $25.50 for talls. Amount of business taken at these figures was not announced, but others with these goods for sale failed to match the offer—openly at least.

They said they'd wait until the Bristol Bay picture was painted and the actual supply of Alaska Reds was known. The Copper River pack continued to grow gradually through June, adding about 10,000 cases to earlier estimates.

The bulge on Chums in the northern sector of Southeast Alaska, where an early run proved surprisingly heavy, brought an unusual early July quote on this item from a substantial packer, who named $15 for new-pack talls, subject to arrival. This was $1 under the last quotation on this item, carryover of which was next-to-nil. Volume of business written at the $15 figure was reported highly satisfactory.

Fish prices on Puget Sound are running the same as in 1953—on the surface, and disregarding extras—and this indicates that there is little likelihood of lower costs, or lower prices.

Gilbert C. Van Camp Jr., executive vice president, Van Camp Sea Food Co. was the skin diver for an "on-the-spot" TV show at Catalina Island in June. Gil showed himself as expert below the water as he is just above it, at the wheel of a fishing vessel.

Kenneth Howell, presider Associated Machine D signers, San Francisco, fee ing a petrale sole into t filleting machine develo ed by the company; an on the right, displaying cut fillet and the bo structure from which it w removed.

How New Fillet Machine Works

Commercial production of a fish filleting machine capable of handling both flat and round fish at an average speed of about 100 per minute is being manufactured in San Francisco and will be introduced commercially this year, according to Kenneth W. Howell, president of Associated Machine Designers, developers of the machine.

He says that the machine adjusts itself automatically to fish of varying shape and size up to 18" wide and 5" thick. Tests indicate a higher yield than the average of hand filleting, with added saving at the nape.

The fish are fed tail first and emerge from the discharge end filleted both sides. During operation the machine is self-cleaned by water jets and special nylon brushes. It is easily opened for sterilization upon shutdown, while water lubrication of all internal moving parts eliminates the possibility of contamination from oil or grease.

Simple, rugged construction throughout from corrosive-resistant materials minimizes servicing and maintenance requirements. The compact pilot model is 7' long, 2½' wide and weighs only 600 lbs. with the 2-hp. motor.

Commercial installations will include a 4' feeding conveyor with a beheading device which links to the side of the in-feed end of the filleter, and also a fast skinning unit. In plant operations conveyors will take the fillets to points of inspection and trimming, the bones being carried to the end of the line where the heads, offal and skins are separately conveyed for disposal.

Besides great savings in labor costs and meat recovery, Mr. Howell stressed the importance of such other benefits as economy of plant space, shortening of time between boat unloadings and quick freezing, portability of the filleter and other units, plus adaptability to factory freez ships.

Although the idea for the fille was conceived eight years ago by A Gradoff, mechanical engineer, wh watching the hand operation, act development was during the past th years under the joint efforts of M Gradoff, Ivan Vinoff, naval archite civil and electrical engineer and K neth W. Howell, all principals of firm today.

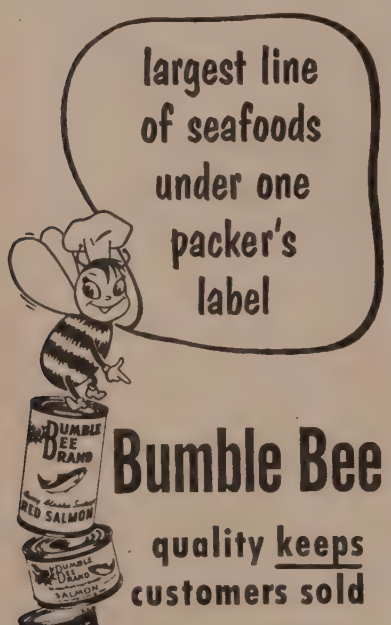
Fish producers are showing h interest in the machine. James Townsend, San Francisco fishery c sultant and a company director, stat "This machine represents a milest of tremendous potential significa to the fish industry throughout world."

During the development years W ern California Fish Co., and A. Pa dini, Inc., San Francisco fish fir showed their interest in progress contributing all the fish necessary testing and demonstrations.

Upon completion the new comm cial filleters and other units, ma factured locally by Allied Tool Manufacturing Co., will under thorough testing in San Francisco plants, following which, they will available on a lease basis.

Canada Program Aims At High Fish Quality

General agreement on co-opera measures to bring about more eff ive fish inspection in Canada reached at a recent federal-provisio conference in Ottawa, when H. Dempsey, director of the inspect and consumer service of the Canad department of fisheries, outlined posals for quality control of fresh frozen fish and minimum standa of construction, equipment, sanita and plant operation.



Tom and Dick Headley, the Fishmasters of Santa Barbara, learn first-hand the consumers' reactions to their foil-packed frozen Tuna la King. Dick, on the right, shows a customer one of the attractive containers of Reynolds aluminum foil.

Why Does the Buyer Buy?

Packers Find the Answer By Demonstrating Own Products

Tuna a la King in a 15-oz. alumium foil container for sale in the rozen food sections of grocery stores as introduced in Los Angeles in lay.

Fishmasters of Santa Barbara, alif., are the producers, and demonrations for the housewife were conucted in the various Shopping Bag ores in the Los Angeles area, somemes with the packers doing the demnstration, and thus learning consumer eactions direct.

The two young men behind the ew frozen prepared seaford are not experienced in the fish business. Dick and Tom Headley are the stepons of Mario Castagnola, who is a artner with George V. Castagnola the Castagnola seafood enterprise, holesale and retail, in Santa Barara, and in ownership of a fleet of shing boats.

The brothers were active, before rmy service in Labrador, in buying lbacore from San Diego to San imeon, using in the early years after Vorld War II the barge *San Simeon*. heir long period of military service ave them plenty of time to concenate on developing a frozen food product, using tuna—and Tuna a la King was their answer.

At the same time, the Headleys decided to pack a shrimp cocktail. The new product is sold in a 6 oz. re-usable plastic container for the frozen food sections, and is known as "Fishmasters Cocktails for Two." Icelandic shrimp are used, with the Headleys' own formula for a pungent cocktail sauce.

The container for Tuna a la King is a Reynolds aluminum foil tray, plastic coated on the inside. In the preparation of the product, two cookers and one blender are used to prepare the cream sauce, to which is added seasoning, pimento, dried parsley, MSG and, lastly, the tuna. All equipment is electrically operated, and the utensils, cookers, etc. in the kitchen are stainless steel.

The filling machine is an automatic, piston-feeder. The lid for the Reynolds foil container is applied by means of a crimping machine. The label, by Western Lithograph, is blue and red and with a natural color reproduction of a plate of tuna a la king, is applied to the container's lid.

The Headleys recommend that the product be oven-heated for 40 minutes if frozen, 20 minutes if thawed, and they suggest serving on rice, noodles or on toast or potatos.

Institutional packs of Yellowfin or Albacore in brine are customarily used in the new product, since tuna in oil apparently does not adapt itself as well to a frozen seafood product.

Seattle Fish Brokerage Offices Change Location

Mrs. Helen E. Hinde in July opened new offices of her Puget Sound Brokerage Co. at 2700 Westlake North, Seattle 9.

The Halfhill Co. of California simultaneously announced the opening of a branch office at the same location under the management of Mrs. Hinde. The Halfhill name is one of the oldest in tuna, the late A. P. Halfhill having been superintendent of the first cannery to pack tuna in the United States.

Cattolica & Lindwall Enlarge Quarters

Cattolica & Lindwall, San Francisco wholesale fish dealers, are enlarging their quarters on the old ferry wharf, at Fisherman's Wharf.

Packing Blue Diamond cooked and breaded fish sticks at the Central Fish & Oyster Co., Los Angeles. On the left, the frozen fillets are sawed into sticks. On the right, "Golden Dipt" breaded sticks in snowy white Marathon cartons and wrapped with Western Waxed Paper Division labels wrappers, and then heat-sealed. Insert — the package with its Western Waxed Paper protective label.

'Blue Diamond' Fish Stix And How They are Packed

Central Fish & Oyster Co., Los Angeles, for some years active with frozen shrimp in consumer and institutional packages and breaded, has entered the fish stick field.

The pictures shown here portray steps in preparing the 10-oz. consumer package of Blue Diamond fish sticks (breaded and ready to heat-and-eat). Blue Diamond fish sticks are also sold breaded and *uncooked* in institutional packs.

John Harvey, who operates Central Fish & Oyster with his two sons and Syd Cohn, reports that Blue Diamond uses, for the most part, "true cod" from the Northwest in frozen blocks. Slicing to fish stick size is done by Butcher Boy band saw.

Breading is done on a semi-automatic breading line, using a conveyor system and a hopper for dispensing the final application of breading material, after the first batter-dip and first breading. Sticks are in frozen state at the time of breading. "Blue Diamond" fish sticks are breaded with "Golden Dipt" by Meletio.

For deep frying of the sticks, a Frialator has been installed in the plant. Vegetable oils are used.

The sticks are packaged in Marathon 10-oz. cartons, with wax liner on bottom and between the two layers. Western Wax Paper Division overwraps in the Blue Diamond label colors of blue, red and white are applied to the cartons by use of a Wrapmaster packaging machine.

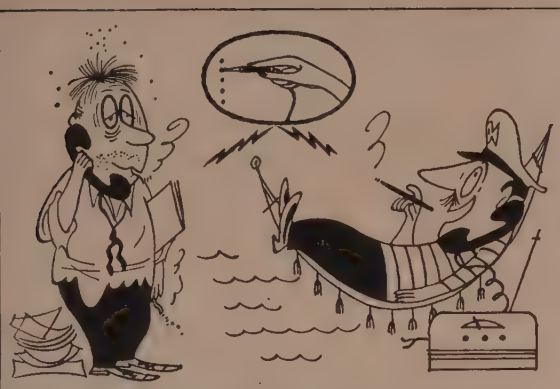
In the institutional pack of three pounds, Blue Diamond fish sticks, breaded but not cooked, can be secured in two different sizes.

Blue Diamond sticks and shrimp are sold throughout the states of California, Texas, New Mexico, Utah, Idaho and into the Portland, Ore., area.

Heads Mexican Office

Capt. Rafael Santibanez has been named officer in charge of the Mexican Fishery Commission office for the San Diego-San Pedro areas. He came to Southern California to head the office issuing permits for Americans to fish in Mexican waters. During World War II, he was commanding officer of Mexico's first naval aviation squadron.

WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.



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How Vital Fishery Bills Took Shape Behind the Congressional Scenes

Legislation of commanding interest to the fisheries of the Pacific was cooking on two burners of the Congressional stove in Washington through July — but as this issue of *Pacific Fisherman* went to press there was no certainty as to how it all would turn-out.

By the time the subscribers read these words, matters probably will have been decided with respect to the contents of both kettles.

It is idle, then, to speculate regarding the outcome.

However, the formulation, blending, testing, tasting and modifying of the two recipes provided some highly interesting details before the fishery bills were advanced as far as the Congressional committees.

The two items of fishery legislation remaining in the closing days of this Congress—the Saltonstall Bill to provide $3,000,000 annually for fishery research having passed Congress and been signed—were these:

1. *Industry bill "to protect the rights of vessels of the United States on the high seas and in territorial waters of foreign countries."*

2. *Department of State bill to implement the International North Pacific Fisheries Commission.*

"Protective" Measure Altered

The version of the territorial waters bill which was advanced in Congress was very different from that originally proposed and introduced in the House by some 35 congressmen. The original measure met with something less than approval in the Department of State, and perhaps in other Federal departments also, and had to be sweepingly altered. A revised version was introduced in the Senate, and subsequently in the House; and at presstime this measure appeared to have a fair chance of passage.

The Saltonstall-Tollefson bill on which July efforts were concentrated was relatively simple. It provides, in short, that where:

"a. A vessel of the United tSates is seized by a foreign country on the basis of rights of claims in territorial waters or the high seas which are not recognized by the United States, and

"b. There is no dispute of material facts with respect to the location or activity of such vessel at the time of such seizure,

"The Secretary of State shall take such action as he deems appropriate to attend to the welfare of such vessels and its crew. . . . to secure the release. . . . and shall pay any fines", etc.

Two Important Eliminations

It will be noticed that two important aspects of the original bill are eliminated entirely. The first of these defined specifically in the proposed law the policy of the United States with respect to territorial waters and the high seas, thus giving the Department of State a statutory mandate in this regard.

The other elimination excepted from the application of the definitions above the principle of abstention embodied in the International North Pacific Fisheries Treaty; and other commitments of the United States under international treaties. With the definitions eliminated, it appeared that there was no necessity for the exceptions from them.

FAWS Authority Provision Delays Implementation Bill

The INPACFISH implementation bill actually didn't get into Congress until July was well advanced, despite the general feeling that its enactment was urgently needed before adjournment of Congress. Otherwise, the American section would be seriously embarrassed at the meeting of the commission in Canada in October.

The commission and the industry generally were agreed on the necessity of its enactment, and on its general proposals. The Department of State also seemed willing to go along with any proposal which would give the American Section full standing and legal position.

The Fish and Wildlife Service, on the other hand, felt that the Whit Act of 1926 "for the protection of the fisheries of Alaska" did not give sufficient authority for the enforcement and administrative responsibili

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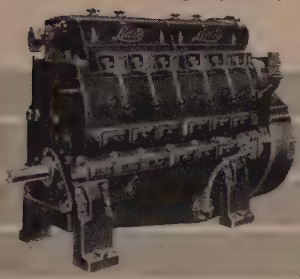

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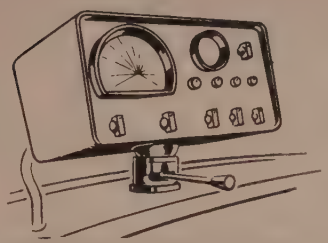

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Mackerel to left of you!

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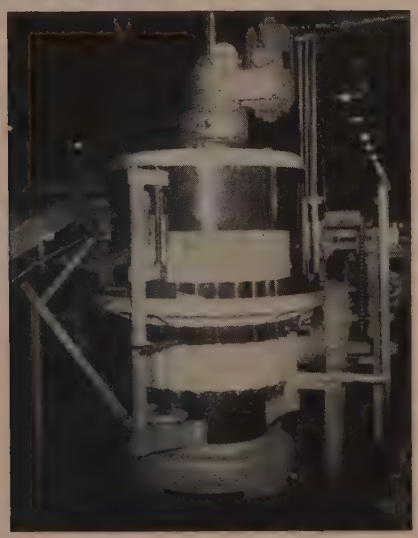

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ties which might fall upon the Service under the treaty.

The Service wanted its authority increased by the implementing legislation, rather than by amendment of the White Act—and it was on this point of insistence that the implementing legislation was hung-up until the closing days of this Congress.

White Act Gains "Teeth" Through Enabling Bill

Blanket extension of Interior's authority to the high seas was vigorously opposed within the industry and by the states when first discussed in the fall of 1953. Interior sought authority under the treaty enabling act which would also strengthen its regulatory authority in Alaska.

The implementing bill as introduced in Congress provided that the Secretary of the Interior, through the Fish and Wildlife Service, should enforce the provisions of the treaty and the act through regulations adopted "on consultation with the United States Section"; and that these regulations and authority "shall apply only to stocks of fish in the convention area contiguous to the territorial waters of Alaska".

This language was objected to by Delegate Bartlett of Alaska and the bill was amended to make the authority effective only while Alaska is a territory. With this change, and a few others which are not believed to affect the measure vitally, the North Pacific Fisheries Treaty implementation bills were reported out for passage by both the Senate and the House committees just as this issue went to press.

Eureka Shrimp Venture Achieves Moderate Success

Although still in the exploratory and experimental stages, shrimp operations on the northern California coast this season have proven quite successful for the Lazio Fish Company, Eureka.

The company has had *General Pershing* working off Crescent City and the south since early May, delivering almost daily at Eureka. Average daily deliveries had jumped from around 1,500 pounds in May to between 3,000 and 4,000 pounds by late June.

Oregon Initiative Aims To Kill Coast Fishing

Oregon's November ballot will carry a sportsmen-sponsored measure designed to destroy the coastal fishing industry of that state.

If enacted, it will prohibit commercial fishing in Oregon coast streams and bays south of the Columbia River.

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Plymouth Rope Features Seattle in Publication

The current edition of the "Plymouth Rope Walk", publication of the Plymouth Cordage Co., devotes a 7-page feature to Seattle. Masthead of the issue has an interesting aerial view of the fishing fleet moored at the Fishermen's Terminal at Salmon Bay, and the general article includes numerous pictures of the fishing and marine activity of Seattle and Puget Sound.

In addition to the general article, there is an article on the Pacific Marine Supply Co., Plymouth distributor for 54 years, with pictures of Edward Cunningham, president, and Robert D. Ladd, general manager —the latter a former Pacific Coast manager for Plymouth.

There's also another story about the Seattle Ship Supply Co., Plymouth dealer, with pictures of its new store at Fishermen's Dock and of Art Hvatum, president.

Ketchikan Trap Wire Plant to California

The wire fish-trap netting division of the E. H. Edwards Company will be moved from Ketchikan to San Francisco at the close of the current manufacturing season.

"This move is the result of an overall company program to consolidate and centralize our production facilities into the main plant," Sterling Edwards, president of the firm, stated. The relocation was ordered when it was decided that centralization of facilities would achieve more economy in production and would maintain more uniform quality on all fish-trap netting.

Chet Ross, who headed the Ketchikan plant for the past four years, has been transferred to San Francisco as superintendent of the fish-trap netting division.

Mr. Ross is well known throughout the Alaskan fishing industry and originally settled in Alaska in 1927. For a number of years, he worked on the outside end of the trap fishing business in the construction and repair fields and during the season, he engaged in hanging, fishing, brailing, and hauling fish for Alaskan canneries.

After a number of years in this work, Ross obtained a position as machinist helper in the canneries. He eventually worked through the ranks to become foreman.

One year after the opening of the Alaska Steel and Wire Company in 1930, Ross joined the firm. His connection with this facility continued when the E. H. Edwards Company purchased the fish-trap netting manufacturing firm in 1950.

Continental's Fagan Retires

P. E. Fagan, assistant to the vice-president, Pacific Metal Division, Continental Can Co., Inc., San Francisco, has retired after 25 years of service.

Mr. Fagan joined the Continental organization in 1929, shortly after the company became established on the Pacific Coast. He was in charge of credits for the San Francisco area for many years, and was appointed division credit manager in 1945. Mr. Fagan then transferred to the sales department in 1946 as district sales manager, and in 1948 was promoted to division sales manager. In 1951 he was appointed to the position he held at his retirement.

Joe Kildall Dies

Joseph Kildall, who once was an active factor in the fish business at Seattle, died there in June at the age of 90. He had not engaged in the fish trade for a number of years, but was a familiar figure to the old-timers.

A Norwegian born, he established himself at Seattle in 1883 and founded the Panama Pacific Commercial Co., trading in fish. Later he formed the Kildall Fish Co. in Minneapolis, largely to handle North Pacific products.

Danny Boy, San Francisco combination boat skippered by Donato Battaglia, has been equipped with a Raytheon Model D116 Fathometer by Cal-Marine Radio Phone Co., Fisherman's Wharf.

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The Saltonstall Funds— Where'll They Be Spent? How? By Whom? For What?

How to apportion and allocate the funds which became available for use by the Department of the Interior for the benefit of American fisheries promises to be a more perplexing and difficult problem than navigating the Saltonstall Bill through Congress and the reefs of Agriculture's opposition.

The bill, signed by the President July 1, sets aside 30% of the tariff revenue from imports of fishery products, up to $3,000,000 in any year, and for a period of three years only, to be expended by the Secretary of the Interior for purposes of scientific, technological and market research to serve and benefit the nation's fisheries.

Appointment of an advisory committee to provide industry's views is authorized by the law, and undoubtedly will be followed.

Although definite announcement had not been made at time of writing, it was anticipated that the advisory group would be selected on a regional basis, probably with the chairmen of the regional groups comprising the national committee.

Competition and cleavage within the industry can be expected.

There can be no question but that the New England industry, where the Saltonstall Bill had its origin, will want market study and promotion projects.

On the other hand, it is obvious that Interior's responsibility for conservation and scientific research has been suffering severely from lack of funds with which to finance biological studies. These are specifically authorized in the bill, which recognizes that among all the needs of the fishing industry none is so great and none so vital as the need for fish itself.

The Fish and Wildlife Service is believed to have tentative plans for some projects which can be started shortly and where timeliness and seasonality are of particular importance.

It is conceivable that Saltonstall funds may make it possible for the Fish and Wildlife Service to undertake during this initial fiscal year research projects recommended to it by the International North Pacific Fisheries Commission. Thus far Congress has made no appropriations for INPACFISH, and the American Section may be embarrassed next fall if called upon to undertake its share of a research program. Inasmuch as much of this work might be expected to fall within the Alaskan responsibilities of the Department of the Interior, it is quite possible that Saltonstall funds might enable the Fish and Wildlife Service, or some agency with which it might contract, to undertake such work at the request of the American Section of INPACFISH.

Out of all the uncertainties surrounding the expenditure of the Saltonstall Funds, one thing seems sure: they will not be squandered just for the sake of spending. Last spring, when the Saltonstall Bill first hit the hopper, Secretary McKay made it plain that he wanted no part of plunder, and wanted money only if he also had authority to see that it was spent honestly and intelligently.

Similarly John L. Farley, director of FAWS. He has let it be known that there will be approvals only as the money can be spent wisely. The present bill is a three-year trial, gotten through Congress over the powerful opposition of Agriculture. Its life beyond the initial three-year period will depend upon the honesty, intelligence and fairness with which Interior spends; and the breadth of thinking and action of the industry in seeking projects and accepting decisions.

Lobster Sale Permitted

The recently announced closed season on spiny lobsters by the Mexican government, refers only to catching them and not the sale. The closed season for lobsters, from Lower California, principal source of supply for California, etc., is from April 16 to October 31.

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Building Canned & Frozen Seafood
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LINES and LEADERS

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ger of Harnischfeger Corporation,
aker of P & H diesels, heads
ational Industrial Advertisers
Association.

audt of Harnischfeger
eads Industrial Ad Group

George L. Staudt, advertising manager Harnischfeger Corporation, Milwaukee, maker of P & H diesel engines, was unanimously elected Chairman of the Board of the National Industrial Advertisers Association at the 32nd annual conference in Montreal. The NIAA has 33 chapters throughout the United States and Canada, and over 4,000 members.

Mr. Staudt, well known in advertising circles and active in the group's affairs, will serve in the highest elected office of the association for one year.

Before joining Harnischfeger, Mr. Staudt was advertising manager of Standard Register Company, Dayton, Ohio, manufacturer of printed office forms. In his role of advertising manager at P & H, he has received many awards for successful advertising programs. Among these is a citation for the very successful introduction program of Miti-Mite, a P & H Truck-Mounted Crane and Power Shovel. Harnischfeger Corporation manufactures power shovels, truck cranes, diesel engines, electric hoists, overhead cranes, soil stabilizers, welding machines and electrodes, and prefabricated homes.

Carl Schmidt Heads National Association of Lithographers

Carl R. Schmidt, president, Schmidt Lithograph Co., San Francisco, has been elected president of the Lithographers National Association.

Mr. Schmidt has been a member of the board of directors of the LNA for the past 20 years, and has been a vice-president for the past two years. Mr. Schmidt has been associated with the Schmidt Lithograph Co. for the past 54 years. His uncle, Max Schmidt, founder of Schmidt Lithograph Co., was president of LNA in 1915.

Ralph W. Scott, newly appointed Pacific sales engineer for Radiomarine Corporation, with Radiomarine's newest radiophone, the 35-watt "Golden Courier."

Radiomarine Names Scott Pacific Sales Engineer

Ralph W. Scott has been appointed sales engineer, covering the western division of Radiomarine Corporation of America, and is making his headquarters at 1075 Folsom St., San Francisco.

Mr. Scott transferred from RCA Service Co., government service division, where he was assigned as field electronics engineer for the U. S. Air Force. During World War II he served as communications officer in the Navy with staffs and aboard ship.

Mr. Scott will be concerned with promoting sales and service of Radiomarine electronic equipment in conjunction with Earl W. Baker, Seattle; John Parachini, San Francisco, and George Ahrens, Los Angeles.

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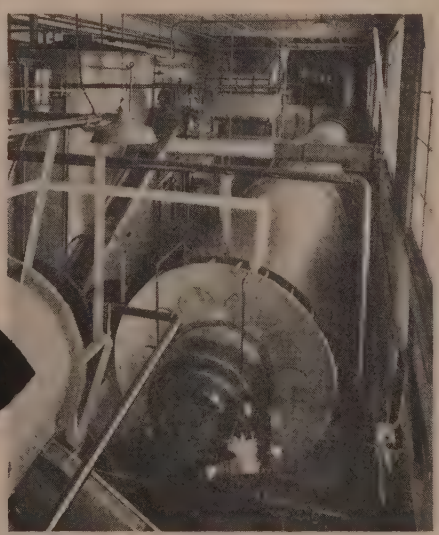
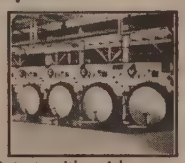
Low temperature dryer at Pan Pacific Fisheries, Terminal Island, Calif.



Complete Fish Processing Equipment



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New-Type Wire Belts Find Favor in Food Plants

Two new types of flat wire belt especially suitable for fish processors are meeting good response in the fish canning industry, according to Theodore McKinley, supervisor, conveyor belt sales, Cyclone Wench Department, American Steel & Wire Division, U.S. Steel Corp., Oakland, Calif.

The two new types are the flat wire belt with welded buttonhead selvage, and the flat wire belt, table top style. The flat wire belt with welded buttonhead selvage is specially desirable for close precision and heavy duty purposes. The welded selvage eliminates possibility of tight or uneven edges and provides uniform tension across the entire width of the belt. It is highly suitable for either sprocket (positive) or drum (friction) driving.

The flat wire belt, table top style, also has the welded buttonhead feature. This belt largely eliminates objectionable mesh marking on products while in soft or plastic processing stages, according to Mr. McKinley, and Tony Manes, superintendent of the West Coast Belt Department of the company in Oakland.

This latter belt is especially suitable for cross feeds from exhaust boxes in fish canning plants.

Both belts are obtainable in either galvanized carbton or U.S. stainless steel.

In addition to the more or less standard types of metal conveyor belts, Cyclone has developed a number of special types for specific applications. Some typical examples are illustrated in its new Catalog Number Five.

The Oakland plant, being centrally located on the Coast, allows overnight delivery of belting to any of the fish producing centers in the West.

Joe Feld has been appointed as salesman for conveyor belting in the southern California area, working out of the Glendale office of the company, according to Mr. McKinley.

3rd Morse Rises in Sales

Robert H. Morse, Jr., president, Fairbanks, Morse & Co., has announced the appointment of R. H. Morse III to Assistant to the Vice President in charge of Sales effective July 1, 1954, with headquarters in Chicago.

Mr. Morse III has been located in Beloit, Wisconsin, the past eight years, after completing a period of service with the United States Navy, and has been General Manager of the Beloit Plant for the last two years.

500th Five-Bladed Propeller Is Installed

Michigan Wheel Co. has announced that the 500th installation of their 5-blade propeller has been made since first introduced less than a year and a half ago. The complete acceptance of this sensationally new propeller has been particularly evidenced by the shrimp boat trade and other craft where heavy towing or pushing work is done.

In fact, the company announces that their pattern range is being further expanded to include diameters as large as 60". Heretofore the Star style was limited to 48" diameter. The range between 50" and 60" diameters will be of a modified design compared to the original, having greater blade area and heavier section to meet the more vigorous demands of the towboat and heavy workboat field.

Golden Dipt Names Wieking North Calif. Sales Specialist

William W. Weiking recently was appointed factory representative in Northern California for the Golden Dipt Division of the Meletio Seafood Company, St. Louis, Mo., manufacturers of Golden Dipt Ready-Mixed Breading and Golden Dipt Batter Mix.

The announcement was made in Seattle by Phil Brady, sales manager of the Golden Dipt Division, who was in this area in June on another of his frequent sales trips to the west coast.

Mr. Wieking has been in the food merchandising field in the San Francisco Bay area for the past eight years. He will make his headquarters at the offices of the William O. Dooms Co., 3105 Grove St., Oakland, Calif., Golden Dipt's brokers for Northern California.

* * *

Frank Bramante, superintendent of Consolidated Fisheries, Inc., receiving station at Fishermen's Wharf, San Francisco, was being welcomed back on the job by his host of friends. Frank was severely injured in a truck crash more than four months ago and has been laid up ever since.

* * *

Nino Sardina, 53, well known San Francisco fisherman, former crewman on the seiner **New St. Joseph**, died last month. He leaves two brothers, Rosario and Jerome.

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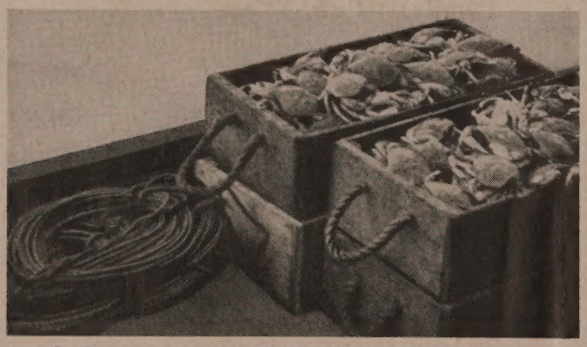
preferred by Western fishermen since 1856

TUBBS FISHING ROPE



Made in the West, Tubbs Extra Superior Manila has long been a favorite with Pacific Coast and Alaska fishermen.

Careful blending of first grade Manila fibers plus special lubrication and treatment for water repellency make Extra Superior Manila unsurpassed for toughness, strength and easy handling flexibility. And you'll find, too, that Tubbs costs less to use because it stays stronger, lasts longer.

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NO "OFF-SEASON" FOR THE DRAGGER-CARRIER KENNEBEC OR ITS

Exide-Ironclad BATTERIES

Recently placed in operation by Maine Marine Products, Inc. of Portland, Maine . . . the 86′ dragger-carrier Kennebec will serve as a sardine carrier during the fishing season—a dragger in the off-season. With an exceptionally large amount of electrical equipment, a unique feature of her electrical system is the utilization of both alternating and direct current.

The D. C. system employs two sets of 16-cell KX-23A Exide-Ironclad batteries for diesel starting, lights, radar, marine telephone, and depth recorder . . . also for operating an air compressor, bilge pumps, oil burner, refrigerator, and 32-volt mile-ray searchlight. Batteries were supplied through the Harris Company of Portland, Maine.

Exide-Ironclad is the "*standard of performance*" in the marine field. It assures you:

UTMOST RELIABILITY and SAFETY
SUSTAINED POWER for normal and emergency needs
MAXIMUM CAPACITY in minimum space
LOW COSTS of operation and maintenance
LOW DEPRECIATION—exceptionally long life

HERE'S WHY YOU GET MORE WITH EXIDE-IRONCLAD

Positive plate containing corrosion-resistant Silvium is different . . . unique . . . exclusive! No other type of positive plate can offer you the advantages of the Exide-Ironclad with its slotted tubes, permanently sealed with the polyethylene bottom bar. More active material is exposed to the electrolyte for greater power. More active material is retained . . . providing higher battery capacity for a longer working life.

Exide-Ironclad is your best POWER INSURANCE

"EXIDE-IRONCLAD" and "SILVIUM" *Reg. T.M. U.S. Pat. Off.*

1888... DEPENDABLE BATTERIES FOR 66 YEARS... 1954

The Kennebec, a combination dragger-carrier

Exide **INDUSTRIAL DIVISION,** The Electric Storage Battery Company, Philadelphia 2, Pa.
Los Angeles, Calif. Seattle, Wash. San Francisco, Calif.

reduced to $16.32

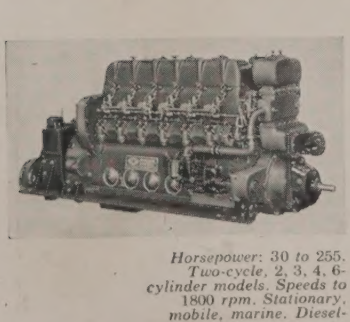
We can't sell you just one. We will sell you 30 to 255 "horses" at the lowe
you can buy diesel power: $16.32 a horsepower for the 6-cylinder model.

If you know diesel, you know there is nothing else like it. A diesel will
any job you might give to a gasoline engine — and do it for one-third th
Not only that, it is simpler to maintain.

Buyers no longer ask *whether* diesel but *which* diesel. Which will deliver th
horsepower for the money? The most horsepower per pound of weight?
is the easiest to service?

All three questions have one answer: *the P&H Diesel.*

P&H Diesel Engine Division, Harnischfeger Corporation, Crystal Lake,



Horsepower: 30 to 255. Two-cycle, 2, 3, 4, 6-cylinder models. Speeds to 1800 rpm. Stationary, mobile, marine. Diesel-generator sets.

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lowest price per horsepowe
lowest weight per horsepowe